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**Sailors' Magazine**



and SEAMEN'S FRIEND

**AMERICAN SEAMEN'S FRIEND SOCIETY.**

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### THE SOCIETY'S PERIODICALS.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly publication of thirty-two pages, contains the proceedings of the AMERICAN SEAMEN'S FRIEND SOCIETY, and its Branches and Auxiliaries, with notices of the labors of local independent Societies in behalf of seamen, its aim being to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, and commend it to the sympathies, the prayers and the benefactions of the community.

THE MAGAZINE is sent to single subscribers for ONE DOLLAR a year, payable in advance.

*Persons ordering a change in the direction of the MAGAZINE should always give both the old and new address, in full.*

THE SEAMEN'S FRIEND is issued, annually, as a four page tract adapted to seamen, and gratuitously distributed among them. It is furnished to Auxiliary Societies for this use, at the rate of ONE DOLLAR per hundred.

THE LIFE BOAT, an eight-page paper, published monthly, will contain brief tales, anecdotes, incidents, &c., and facts, mainly relating to the work of the LOAN LIBRARIES issued by the Society. Any Sabbath-School contributing to the Society \$20 for a LOAN LIBRARY may receive fifty copies, gratis, for one year, with postage prepaid.

*Provided a request is sent, annually, for the SAILORS' MAGAZINE, it will be forwarded gratuitously to Life Directors, Life Members and pastors of churches in which a yearly collection is taken for the Society.*

It will also, *upon application*, be sent for one year to any one contributing at least Twenty Dollars for the general objects of the Society, or to endow a Loan Library.

It is necessary that all receivers of the MAGAZINE, *gratuitously*, should give annual notices of their desire for its continuance.

### REMITTANCES.

Remittances for the AMERICAN SEAMEN'S FRIEND SOCIETY, in payment of subscriptions to the SAILORS' MAGAZINE, or for any other purpose, should be sent to No. 76 Wall Street, New York City, by P. O. Money Order, or check, or draft on New York, to the order of WILLIAM C. STURGES, Treasurer, or money may be enclosed in a registered letter. Postmasters are now obliged to register letters at ten cents each, when requested. If acknowledgments of remittances are not received by return mail, the Treasurer should be notified at once.

### LIFE MEMBERS AND DIRECTORS.

The payment of Five Dollars makes an ANNUAL MEMBER of the Society, and of Thirty Dollars at one time, a LIFE MEMBER. The payment of One Hundred Dollars at one time makes a LIFE DIRECTOR.

### FORM OF A BEQUEST.

"I give and bequeath to the AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the formation of the will, should be strictly observed:—

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he, at the same time, declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto, as witnesses.



# THE SAILORS' MAGAZINE



## AND SEAMEN'S FRIEND

Vol. 71,

DECEMBER, 1899.

No. 12.

*For The Sailors' Magazine.*

### "THERE GO THE SHIPS."

Psalm civ: 26.

"There go the ships," the ships of search,  
Far out upon the trackless sea.  
The Indian in his boat of birch,  
When he beheld Columbus' fleet,  
Did as a living creature greet  
Those things that seemed to him to  
be

Fair birds of paradise, whose sails  
Were wings to catch the favoring gales.

"There go the ships," till winter's breath  
The icebergs piled to block their way,  
They found the track that led to death;  
Not India's Isle, tho' fancy's dream  
Had made a Paradise to seem.

But spectral night that knew no day,  
Entombed in ice till years had flown;  
Their fate by later voyageurs known.

"There go the ships," till ocean lay  
As infant on its mother's breast  
When tired with its childish play;  
The mother's face with eyes of love,  
As azure sky their ships above,  
Pacific named this sea of rest;  
And when the night its curtains drew,  
The Southern cross flashed on their view.

"There go the ships," those ships that  
found

This world to be a wondrous thing;  
Not fixed, but free; not flat, but round;  
A voyageur in God's vast domain,  
Where order doth eternal reign;  
Thus North and South did tribute bring  
To East and West, till time and space  
No longer could divide Earth's race.

"There go the ships," the ships of trade;  
The gold and silver gleaming bright,  
The pearl and diamond, lent their aid  
To draw the sailor by that spell,  
That when it on a mortal fell,  
Made love to wither with its blight,  
The love of home and native land,  
If only wealth men could command.

Yet trade within its proper sphere,  
All energies of mind unite;  
And men into the Unknown steer  
To find a path o'er trackless seas,  
By sacrifice of self or ease,  
To conquer Nature by the might  
Invention wields; make wood or steel,  
For man, to think and act and feel.

"There go the ships," the ships of war,  
 Decked, as a maid, with bunting bright;  
 Yet dreadful with the cannon's roar  
 When, as storm clouds together meet,  
 Those monsters one another greet  
 And grapple in the throes of fight.  
 Thus England's "hearts of oak" have  
 stirred;  
 Around the world her drum beat heard.

America, old England's child,  
 Has followed in her mother's way;  
 And giant oaks, on which have smiled  
 New England's sun, her tempests  
 fought,

Into the "Constitution" wrought;  
 Upon the sea her sceptre lay.  
 To steel have changed our "hearts of  
 oak;"

With burning breath to action woke.  
 "There go the ships," the ships of love;  
 Christ's glorious gospel to proclaim;  
 That all mankind may forward move

In harmony to that grand day  
 When war and greed shall pass away;  
 And love men's fiercest passions tame.

"There go the ships;" so shall it be,  
 Till God declares "There's no more sea."

REV. JOHN E. HURLBUT.

### OUR SAILORS OF DEER ISLE.

The builders laid Columbia's keel with zealous hope and pride;  
 And careful hands toiled patiently to mold her graceful side;  
 And every curve and every swell and every sweeping line  
 Bespeaks the yachtsman's earnest art and triumph of design.  
 And they who wrought the masts of steel and they who sewed the sails  
 That stretch aloft—white, pleading hands, to clutch the favoring gales—  
 They all have given hearts and hands with patriotic zeal,  
 And there she sways, the Nation's pride, from pennant down to keel.  
 And unto all who gave her strength and symmetry and speed  
 We pay the tribute from the joy that watched her keep the lead.  
 And yet despite the builders' skill we know that art were vain  
 Without the nimble heels and hands of those browned sons of Maine.  
 And while we bask triumphantly in Uncle Samuel's smile  
 We know who really won the race—the sailors of Deer Isle.

Sir Thomas has a gallant crew, a canny crew has he,  
 As bold and brisk a set of lads as ever went to sea;  
 But on this queer old coast of Maine the sailormen we breed  
 Fulfill the motto of the State and make their plans to lead.  
 For he whose craft has sluggish heels is tardy with the trawl;  
 And woe to him who cometh late to market with his haul!  
 So every day the race is on from York to Quoddy Head,  
 And every day to cattish squalls the little sails are spread.  
 For, swirling past this jagged coast the wind's a fickle girl,  
 With here a sigh and there a shriek, and here a coquette's whirl.  
 And he who watches all her moods, anticipates her whims,  
 Is pretty apt to coax the speed from anything that swims.  
 And we in Maine who know the men place credit where it's due—  
 Here's hail Columbia three times three, and twice that for the crew,  
 And if the news from Sandy Hook provokes a cheerful smile,  
 Remember those who do the trick—the sailors of Deer Isle.

HOLMAN F. DAY, in *Lewiston Journal*.



## EDITORIAL PARAGRAPHS.

ATTENTION is called to a condensed statement in this Magazine of the contents of the Eighty-first Annual Report of the New York Port Society. On November 5 its anniversary exercises were held in the First Collegiate Church of Harlem and addresses were made by Dr. ELMENDORF and Mr. TILTON, the pastors of the church, by Mr. W. H. H. MOORE, the Society's president, and by the Rev. SAMUEL BOULT, the pastor of the Mariners' Church. Sailors sang hymns in the Hawaiian, Swedish, Spanish and English languages, and the church choir added much to the music of the occasion. A goodly number of the directors of the Society were present, and the service was interesting. More interesting still was the object lesson presented by the presence of naval and merchant seamen of many nationalities and several colors, one in Christ; a fine picture of the unity of the church which floats on the water, the stability of which is in the hearts that cling to its great Head.

Mr. TALBOT OLYPHANT, 21 Cortlandt Street, is the treasurer of this Society, which needs money to pay off debts and to enlarge its work. No one can visit its missions or read its reports without being convinced of the value of its work and being tempted to aid it. The trouble is that in this city so few visit its missions and read its reports. Go to 46 Catherine Street, and to the corner of Washington and Charlton Streets, and see for yourself, and think, pray and give.

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To show the kind of work for seamen carried on at the Seamen's branch of the Legal Aid Society the following statistics are cited: 99 cases involving wages; 7, assault; 8, discharge from the Navy; 7, extra pay in the Navy; 3, prize money; 4, pension papers; 23, detention of personal property; 6, drawing of legal papers; 137, consultations; 2, salvage; 3, personal injury.

The attorney in September appeared six times at the British Consul's office to procure the discharge of seamen and to obtain hospital fees or money for them, and they obtained their demands in five cases. In the sixth case a libel was filed and then the claim was paid. He appeared for a seaman in a Magistrate's Court and procured his discharge; for another, the complaint against whom was withdrawn. He caused the arrest of two men for assault; one was fined. He appeared in the Municipal Court three times in an action brought by a sailor and then discovered that the plaintiff had been spirited away—to the China seas. He obtained wages for ten seamen charged with desertion. He secured a decision from the U. S. Shipping Commis-

sioner for a sailor who wanted damages for a broken contract. He started an action in the U. S. Circuit Court to recover a seaman's clothing, and recovered it without going to trial. Well done!

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THE SEAMEN'S CHRISTIAN ASSOCIATION has been spending a week of praise and thanksgiving on entering its new premises at 399 West Street, New York. The Rev. Drs. J. J. REED, J. F. STEEN, HENRY WILSON, H. M. SANDERS, W. C. STITT, GEORGE P. ECKMAN, and the Revs. M. F. LUTHER, G. S. AVERY, A. R. MANSFIELD, M. S. LITTLEFIELD, W. VAUGHAN and M. WILLIAMS, and Messrs. R. H. RICHARDS, C. H. KNOX, together with good choirs and solo singers, took part in the services, which were attended by sailors from the contiguous steamship lines and by many men and women interested in the Association's work. Some idea of the growth of this work may be gotten from the statement that during August, September and October the attendance has been 9,635, of which 8,847 were seamen; the men shipped numbered 232; 433 meals were given and 132 seamen were lodged; 170 sailors took the temperance pledge; and over \$1,000 was sent home to their families. Of the men shipped not one paid a penny for the chance, and the ability to get men through this mission who do not pay blood money is highly appreciated by the White Star and other lines. The Board of Managers may well be congratulated on the effective work of Miss EMMA M. BANGS, the Secretary, and on the enthusiastic and aggressive ministry of their missionary, Mr. STAFFORD WRIGHT.

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MR. WM. H. WEBB was born on June 19, 1816, and died on October 30, 1899. A prominent ship builder for thirty years, Mr. WEBB founded and endowed the Webb Academy and Home for Ship Builders, designed for free instruction in marine engineering and naval architecture and to be a home for old and infirm ship builders. His name and fame will long survive.

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LOAN LIBRARIES. The master of the brigantine *L. G. Crosby* writes of No. 5,297, (sent out in 1876):

I should be pleased to have my library exchanged. I always like to have one aboard, as it furnishes the crew with good wholesome reading which they always avail themselves of.

The master of the schooner *Mabel Hooper* writes of No. 9,870:

It has been on board a number of months and read by different members of the crew. We consider it a good cause and thank the association.



The captain of the brig *Curacao* writes of No. 10,029 :

It is returned with many thanks; the crew have had the use of the books and passed away many hours, I hope, with profit to themselves and made them better men. It gets them interested when in port—don't go ashore so often. I have also read them myself with profit.

The keeper of the Mosquito Lagoon, House of Refuge, U. S. L. S. S., writes of No. 10,153 :

I am glad that I can say it is in first-class condition and has been read and re-read by the members of my station and others. I was very much surprised to note how long I have had this library and my humble apology is due you for the delay in returning it to you. I am sending it out to-day by Florida East Coast Railway and Clyde Steamship Co., packed in good shape and freight prepaid from Oak Hill to Jacksonville on the railroad, the Steamship Co., I believe, carry it free of charge the balance of the distance. I should like to have another library, but keeping this so long I feel more or less hesitancy in asking for it, so will ask you to use your own judgment in sending it. [It was sent].

The master of the brig *Carib* writes of No. 10,285 :

On my last voyage I wrote you concerning library No. 10,285, but I liked some of the books so well that I carried it to sea for another voyage. I loaned the books to many people besides the crew, and I think, or rather I know that two books are missing, for which I will pay. I know of one man, a Spaniard, who was deeply interested in several of the best books in the library; he was a passenger; he wanted to buy one book for his daughter; he was deeply affected and I saw it was not a time to take money, so gave him the book. It is my custom at sea on the first opportunity to speak a few words to each, ask them about mother, &c., and get them to thinking; then I ask them if they would like a good book to read and by and by they come every few days for another book, bringing the old nice and clean, for that is the condition, that the books must be kept clean.

The captain of the Monmouth Beach Life Saving Station writes of No. 10,335 :

We feel very grateful for your kindness in letting the library remain at this Station. Owing to the number of books we have received from our kind cottagers at Monmouth Beach and Low Moor we have been well supplied with reading matter and have not started in on the library as we should, but we are anticipating through the lonely hours this winter to read the greater part of the books. On looking over them we feel assured they will be very interesting and instructive. I must say while the Spanish war was going on we learned a great deal about geography by having one in your library. Every time we would read in the newspapers about the Spanish fleet and the location also of our fleet we would always refer to the geography. You would be surprised to know how much we learned; it was a pleasure to us to have the geography to refer to when the battle-ship *Oregon* made her long trip around via Cape Horn, and the different stops she made in South America. The condition of the library is good.

The master of the brig *Atrato* writes of No. 10,363 :

Will you please exchange library? Many thanks for your excellent books; they

have been much appreciated by myself and crew, wishing you every success in your noble work.

The master of the bark *Holliswood* writes of No. 10,449 :

I should like to have our library changed, as the present one has been read through and through with much interest. My family, officers and crew all enjoy the books.

The captain of the ship *S. D. Carleton* writes of No. 10,506 :

We take pleasure in saying that it has been read by three crews with evident interest, and have no doubt they have received much benefit and information therefrom. With thanks.

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### THE CONFERENCE OF SAILOR WORKERS IN BOSTON.

On October 24, the night before the formal opening of the Conference, a banquet was given at the American House by the Boston Societies devoted to sailor work. The large dining hall was festooned with flags and filled with a company of men and women whose names had long been familiar to each other, and who were happy to meet in the flesh. After the dinner a genial welcome in the name of Boston was given to the delegates by Mr. Samuel Usher, who called out the Revs. F. B. Allen, W. C. Stitt, Geo. W. McLaughlin and H. A. Bridgeman.

The following names were entered on the registry of delegates : Mrs. P. H. Hills, of the Newburyport Bethel Society ; Mr. Merritt, a son of the Rev. J. B. Merritt, of the Norfolk, Va., Seamen's Friend Society ; Chas. H. Moseley, Portland, Me. ; Rev. and Mrs. E. C. Charlton, of the Fishermen's Institute, Gloucester, Mass. ; Mr. and Mrs. D. W. McLeod and S. L. Gorbell, St. John's, N. B. ; Mr. and Mrs. Roper, Westford, Mass. ; Robert Rein, of the C. E. Seamen's Bethel Society ; the Revs. W. C. Stitt, G. B. Cutler and Capt. Wm. Dollar, of the AMERICAN SEAMEN'S FRIEND SOCIETY ; the Rev. Samuel Boulton, Mrs. Jane Cassera, R. W. McKee and Mr. and Mrs. H. C. Fuller, of the Port Society ; Stafford Wright, Miss E. M. Bangs and Mrs. W. W. Walker, of the Seamen's Christian Association ; the Rev. A. R. Mansfield, and J. Augustus Johnson, of the P. E. Church Missionary Society for Seamen ; W. B. Millar and F. L. Smith, of the Naval Y. M. C. A., all of New York ; the Rev. G. H. Sheip, of the Mariners' Baptist Bethel, Miss Jeannette C. Springs, the Rev. H. F. Lee, Miss A. J. Cornell, R. Simonson and Miss Alice Cox, of the Mariners' Church ; the Rev. G. O. Gassner, of the Church of the Redeemer, and the Rev. G. W. MacLaughlin, of the Pennsylvania Seamen's Friend Society, all of Philadelphia ; Mr. and Mrs. Madison Edwards and L. T. Norton, of Vineyard Haven, Mass. ; Mrs. Susan N. Brown



and F. E. Pettingell, Newburyport, Mass.; Mr. E. P. Fickett, Portland, Maine; Miss Lucy A. Very and J. F. Pitman, Salem, Mass.; the Misses E. C. Wright and Annie Hammer, of the Woman's Auxiliary, Baltimore; James Sherrard, of the Port Society, New Orleans; Mrs. H. P. Mackintosh, of the Bethel Society, Newburyport, Mass.; Mrs. S. J. Parker and Mrs. R. H. Cowles, of the Missionary Union, Wallingford, Conn.; the Rev. J. D. Jones and Miss Ella Jones, of the Floating Bethel, Cleveland, Ohio; Mrs. C. S. Winchell, Mrs. L. Cowles and the Rev. J. O. Bergh, of the Woman's Seamen's Friend Society, of New Haven, Conn.; Miss A. P. Jones, of the Floating C. E., Falmouth, Mass.; Mr. G. Ober, of the Port Mission, Baltimore; Mr. J. Ritchie Bell, Montreal, Canada; Commander A. V. Wadhams, U. S. N., and Chaplains D. H. Tribou and Geo. A. Crawford, U. S. N. Devotional services were held at the beginning of each session, morning and afternoon. Addresses on specified topics were made by the Revs. Geo. A. Crawford, G. W. McLaughlin, W. C. Stitt, A. R. Mansfield, Samuel Boulton, J. D. Jones, E. C. Charlton, and Messrs. J. Augustus Johnson and J. Ritchie Bell. Discussions of these topics were free and frank, so that the mind of the Conference was made known in regard to such questions as the shipping of seamen; legal aid to redress their wrongs; Sailors' Homes; the relation of amusements and recreations to mission work; the W. C. T. U., the Y. M. C. A. and the Y. P. S. C. E. in the navy and marine; the change of methods in reaching seamen suggested by the changes in the merchant service, especially the change from sails to steam; the sailor's environment; the Christian sailor as a factor in evangelization; the work for cattlemen on steamers, and other related questions. Most of the workers among seamen were heard in regard to their own fields of labor, their trials and triumphs; and these reports from many missions were like the testimonies of Christian experience, interesting and profitable.

The following resolutions were passed: Resolved, that it is the sense of this Conference that seamen's missions should be established in every port where they do not exist, and that a Joint-Conference of workers be organized where missions do exist, and that a central committee be formed to promote such local organizations, with branches of the Legal Aid Society in the principal ports.

[In virtue of this resolution an advisory council was appointed to aid the central committee. Of the central committee J. Augustus Johnson was made chairman, the Rev. Geo. W. Maclaughlin, vice-chairman, and the Rev. A. R. Mansfield, secretary].

Resolved, that the editor of the *Mariners's Advocate* be requested

to compile a directory of the Seamen's Missions and Homes in America, and publish the same in his paper.

Resolved, that this Conference offers its warmest thanks to the Societies in Boston, working for seamen, for their loving care and abundant hospitality, and assures them that it will long remember the delightful experiences it has had with its Boston co-workers in the sailor cause. It adds its cordial thanks to the First Baptist, Trinity and Old South Churches for the use of their edifices for public services.

Resolutions were passed favoring the restoration of the American merchant marine, greeting all the Pacific coast and other missions not represented at the Conference, thanking chaplain Tribou and other naval officers for courtesies in connection with an excursion to the Navy Yard.

Two of the three meetings in the churches were very largely attended. At the First Baptist Church the Rev. A. S. Burroughs presided, and addresses were made by the Rev. E. D. Burr, D.D., and Commander A. V. Wadhams, U. S. N. At Trinity Church the Rt. Rev. Wm. Lawrence, Bishop of Massachusetts, presided, and addresses were made by Drs. W. S. Rainsford, E. Winchester Donald, W. C. Stitt and Commander Selfridge, U. S. N. At the Old South Capt. S. S. Nickerson presided, and addresses were made by the Rev. Geo. A. Gordon, D.D., President C. W. Eliot, LL.D., and Chaplain R. R. Hoes, U. S. N. At the Old South a large number of merchant seamen were present, and a chorus choir of more than a hundred mixed voices, led by Miss G. F. Perry, choir master of the Boston Seamen's Friend Society chapel, sang in beautiful style an appropriate anthem. Too much praise to the Conference Committee in Boston, East Boston and Charlestown cannot be given for labors connected with the entertainment of the delegates, with the conduct of the Conference debates, and especially with the church services above referred to; nor can less praise be given to the ladies of the Boston Seamen's Friend Society's chapel, of St. Mary's Church for Sailors, East Boston, the Sailors' Haven, Charlestown, the Boston Port and Seaman's Aid Society, for dinners and suppers ample for the keenest appetite and promotive of the good humor that aids digestion. On all sides were heard the compliments that these fair women richly deserved. Capt. S. S. Nickerson, the Revs. W. T. Crocker, G. L. Small, A. S. Gilbert, F. B. Allen, D. H. Tribou, A. S. Burroughs, and Messrs. S. H. King, Samuel Usher and John A. Bennett, organizers of the Conference and bearers of its burdens, have the admiring appreciation of all who enjoyed its sessions.



It was resolved to hold another Conference in October, 1901, in the City of New York, the arrangements for which were referred to the delegates from New York City.

The good done by this gathering of men and women who are in general isolated and working in out-of-the-way neighborhoods of maritime cities, is not yet to be measured. They were glad to see each other, to exchange views, to give and receive instruction on the principles and methods of the common work, to feel more freshly that they were a corps in the Lord's army, to see its enemies more clearly and to make a better line of battle for future fighting. It was a good thing to attract the notice of the Boston press, (which gave ample reports and received the hearty thanks of the Conference for them), and of the Boston public, which at the church meetings seemed deeply interested in sailor work. The good yet to be done in subsequent Conferences on the Atlantic and Pacific coasts must be dated in the Boston Conference, not in the smaller but not unimportant Conference in Gloucester in 1898. Sailor workers must get together, assert not themselves but their cause, and try to lessen the vast bulk of almost solid indifference to the men of the sea, their legal, industrial, social and religious condition.

The thanks of this Magazine are due to Messrs. C. T. Hempstead and A. C. Kendall, of the N. Y. N. H. and Hartford Railroad, for a generous reduction in the fare between New York and Boston.

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*For The Sailors' Magazine.*

## THE SAILORS' ENVIRONMENT.

AN ADDRESS AT THE BOSTON CONFERENCE BY THE REV. A. R. MANSFIELD.

As a representative of the Protestant Episcopal Church Missionary Society for Seamen in the City and Port of New York, I have to speak on the subject "The Sailors' Environment," and although engaged not quite four years in sailor work, yet in this short time from excellent opportunities afforded me, I think I have become as fully aware as any one of the burning necessity for greater vigilance and more thoughtful endeavor to insure the improvement of a class of men on whom depend the pros-

perity and honor of every maritime nation.

The British nation which has taken the best care of its seamen has to-day the greatest merchant marine in the world, while the American nation has allowed her merchant marine to fall into decay and has consequently seen her seamen disappear with her commerce, and what have we left?

If it be considered, as it reasonably may, that the way to a better ocean commerce lies fully as much in manning our merchant navy

with intelligent and temperate men as in the building of vessels, the importance of attention to the condition and influences which surround sailors on land will be appreciated. The state of affairs in connection with seamen in our ports is a disgrace to a country calling itself progressive and civilized, and only those who are in close touch with shipping interests, or who are well informed, know what tyranny exists.

If philanthropists desire to learn of opportunities for good work, let the chaplains and missionaries to seamen testify. Most of the practical knowledge of this world is gained either by observation or by experience. By closely observing all the conditions, watching the actions of the shipowners, the crimp and the sailor, by personal experience, it has been possible for me to gain the following information concerning the sailors' environment in the city and port of New York, which differs from every other port only in that it is worse, as we are constantly reminded by the seamen with whom we are brought in contact.

To begin at the beginning, when a ship arrives, has been made fast to the wharf, or anchored down the bay, the runners for those worst of men, the boarding house masters, board her, in some cases with the owners' or agents' permission, and demand the sailor to tell where he intends to board, and with bottles of rum to induce him, by misrepresentation, by flattery, by threats, they try to secure him, and if these fail, and a ready and satisfactory answer is not given, I know for a fact in many cases he receives an unexpected blow, which nearly or altogether stuns him.

Perhaps before the ship is fairly

moored he is enticed ashore and taken to a miserable place called a sailors' boarding house, surrounded by saloons and evil resorts of all kinds, to allure and drag him down. Would that I might be more specific!

Too strong language cannot be used to describe and condemn most of these sailor houses and resorts. The sailor's stay in port may be a week, a month or longer according to the amount of wages due to him, but his treatment will be the same as long as his money lasts, and when it has gone he will as surely be cast adrift.

You know the old story: how the boarding house keeper makes a trifling advance of money, and what is worse of credit, when the sailor lands, because a number of days elapse before the shipowners pay off their crews, and "Jack," who, because he has been drunk and stupid, does not know what has occurred, when he is paid off is presented with a heavy bill for money advanced, for credit given by the liquor saloons, by the abominable tobacco place which acts as a blind to so much evil, by the clothing places, for the expressman, for the runner, for food and lodging. If the bill represents a larger amount than the wages, the sailor is shipped off at once, an allotment note is given to the boarding house keeper (which system, by the way, has been the cause of the greatest abuses, the one great cause of the deterioration of seamen), who declares the sum is owing him for board and clothing, and the sailors back him up, knowing full well that it is a false statement. Then he provides the sailor with what he sees fit.

I have been present at the signing on of several crews. Every seaman was asked by the deputy



commissioner who supervised the engagement of the crew, whether he owed all the money specified in the note for board and clothing, and all invariably answered yes.

I believe and know that sailors themselves are to a certain extent to blame for this condition of things. If they willingly submit to such treatment they must expect it. For all his money "Jack" gets poor board, very much ill-treated, little clothing, a great deal of bad whiskey, and the result is he sails away poor, returns poor, year in and year out, while the crimps by extortionate and unreasonable charges and by robbing have grown and are growing rich, and have become most powerful. They practically control and rule the port of New York despite all efforts—shipowners, captains, sailors, all. Poor sailors, (I was almost about to say poor fools), they fall an easy prey to their enemies. How often do we sailor workers have occasion to say "Jack is his own worst enemy." True, when he comes ashore released after a long voyage from the discipline of the ship, for reasons, he goes to the lowest dissipation. I for one have abundant charity, but it makes me heart-sick when our good people, because they are sailors, look upon them with loving indulgence. When in books we read, and in good jolly sailor songs hear sung the experiences of a sailor's life ashore, it ought to make our hearts ache, we who know how false the impression made, how inevitable misery and want follow debauchery and excess. It is bad enough that "Jack" should be treated as has been described, but that which is of most vital importance and the saddest feature of it all, is the fact that sailors in sailor towns and within and about

the houses of such men are far removed from every agency of physical and spiritual good, and that with every successive voyage they become less able to perform their duties, and to be the men when life and treasure depend upon their courage; and further too they lose ambition, and fall far behind in understanding the many scientific discoveries which tend to simplify navigation.

Mr. J. K. Paulding in his excellent book, "What shall be done for our sailors?" says "In writing of the evils to which sailors are subject to-day, it is most discouraging to note that these same evils are of long continued existence, but that they have been long recognized as evils, and yet the efforts to cope with them have hitherto proved unavailing." "The wrongs of the seamen" is indeed a theme that has been handed down to us from days that preceded the great periods of Greece and Rome, and in some respects the seaman of to-day still suffers from the prejudice that branded him as a slave, and the suspicion that grew out of such a condition. Thanks to the efforts of Mr. Plim-soll in England, and of other statesmen in the civilized parts of the world, many of these wrongs have been righted, while others are still awaiting redress. Among the latter a large proportion find illustration in the annals of our own merchant marine, and continue to exist, in some cases under the protection of our laws, in others in defiance of them.

I have not portrayed the bad conditions of the sailor as vividly as might be, as some of you who know can testify. Do not think however that in giving you this side of the picture, that there is not also the other—for it is far

from my intention to imply that nothing has been done and is being accomplished to offset this awful state of things and to improve the sailors' environment both on land and sea, or that no agencies are working to secure those improvements so desirable and imperative. We are here to listen to and learn of each other, of the great and magnificent efforts made for seamen, and to be stimulated and encouraged thereby, and to arouse the public to the legal, social, moral and religious needs of seamen. And this let me assure you is a hard, very hard thing to do. It is almost impossible to awaken Christian, charitable people to the fact that the men of the sea are not irreclaimable. It is difficult to quicken benevolence in behalf of sailors' missions, those agencies which are doing as naught else to change and improve the sailors' environment.

We have seen how seamen are dealt with on their arrival in port, how they are ill-treated during their stay, and how they misuse themselves, and have just touched on the manner in which they are shipped. Let me say one word further on this subject of shipping sailors. This is the question of the hour and of burning interest to us in New York, and one that workers in behalf of sailors must meet and face with determination, believing that our object can and will be accomplished if we fearlessly, without faltering, fight the sailors' enemies to the bitter end. I say Amen to a remark made by a sailor worker many years ago, "We must needs improve the sailor's physical condition before exhorting him to a spiritual life." This fact is very much overlooked in attempts made in "Jack's" behalf, and many say hopelessly

and discouragingly, efforts for the improvement of the sailors' conditions in this or that direction must prove futile.

From our experience in New York I say no, for we accomplished some of those very things, things of which we never dreamt. The honest and fair shipping of men is the question of the hour, and although the amendment to the laws which went into effect last February has done something towards mitigating the many evils clustering around this part of the sailor's life, yet most remains to be done.

The cause of these evils the public does not understand, which evils shipowners and captains could do much to prevent by their own efforts if they chose. Someone has said, and I believe it, that every honorable owner and worthy captain detests the whole business and only yields to the seeming inevitable, and will right heartily welcome any determined effort to take this whole business out of the clutches of rapacity and violence and place it on the same plane with other honorable occupations and commercial pursuits. Believing this, we in New York have been and are making strenuous efforts to interest these men and secure their aid in helping to solve these problems before us. We have obtained the help of a few owners and captains, and the support of U. S. Shipping Commissioner Dickey, whose praises cannot be sung too loud.

This is the situation in most ports, especially New York, as I understand it. Sailors are gregarious, they live in parts of the port not reputable, where they spend their savings rapidly, and then they must go to sea again. Now when a sailor wants a ship



he applies not to the owner or captain but to a shipping master, an agent who undertakes to secure a crew for a ship without trouble to the owner or the captain. It is the shipping master who engages the seamen, selects them, pays them their "advance" or allotment, and holds them in hand until the ship is ready to sail. It is the sailor boarding house keeper who deals with the shipping master, supplies him with men and receives the greater part of the advance money. The owner does not see the crew on whom he depends in a large measure the safety of his ship, and the captain does not as a rule see them until they come aboard just before sailing. Suppose they come aboard drunk, as almost invariably they do; suppose a large part of them are incompetent, and others of them diseased? It is too late. I wish I might recount to you facts; suffice it to say that with such opportunities the greatest wrongs have been committed and are still perpetrated in the shipping of men.

Do your spiritual work, bring men to Christ, but remember that where the way opens, where you have the opportunity, it is your duty as chaplains, as missionaries, and as fellow citizens, your duty, I repeat, to help enforce the laws against owners, masters, crews and sailor boarding houses, and see to it that the contracts entered into on the part of vessels and crews are fulfilled so far as possible; and in doing these things to be numbered among those who were instrumental in gaining a glorious victory over those guilty of inhuman practices on our seamen. God grant that you may give your support. Messmates, lend a hand, and God who reigns will see that

justice be done and that our work will not be in vain in the Lord.

### How Deep-sea Fish Fall Up.

When a man ascends to a very high altitude, his blood, relieved from a portion of the atmospheric pressure, forces its way through the nose, ears, eyes, and mouth. If he could go higher still, his whole body would expand and fall to pieces. So it is with creatures inhabiting the depths of the ocean. At three miles below the surface their bodies are subject internally (by gases) and externally to a pressure of more than two tons to the square inch, and under this pressure are solid enough, and also, because this pressure does not increase their density, are comfortable enough.

When brought to the surface in dredges the bodies of such creatures are of the consistency of pulp, even their bones become loose in texture, their eyes—when they have any—start out of their heads, and often their bodies burst asunder. Hickson, in his "Fauna of the Deep Sea," says: "The fish which [that] live in the enormous depths are liable to a curious form of accident. If, in chasing their prey, or for any other reason, they rise to a considerable distance above the floor of the ocean, the gases of their swimming bladders become greatly expanded, and the specific gravity [becomes] greatly reduced. If the muscles are not strong enough to drive the body downwards, the fish becoming more and more distended as it goes, is killed on its long and involuntary journey to the surface of the sea. The deep-sea fish, then, are exposed to a danger that no other creatures in this world are subject to, namely, that of tumbling upwards."—*The Mistakes we Make.*

## WANTED: A SAILORS' HOME IN PORTLAND, MAINE.

We are indebted to the British vice-consul for the following wise and kind words uttered by him in an interview with a representative of the *Portland Daily Advertiser*, and printed therein on July 10:

With a view of ascertaining how the new advance and allotment note law is working in the interest of the seamen, a call was made upon the British vice-consul at this port for his opinion and experience upon the working of the new law, and the enquiry has brought out some very interesting facts in connection with the woes and cares of poor "Jack."

Mr. Keating's experience with sailors is not limited to Portland, as before coming to Portland he was stationed at Boston, where there is an average of from six to seven thousand British sailors discharged and engaged annually, and as clerk of the consulate he became thoroughly familiar with the subject. Our reporter's enquiry drew out the following interesting particulars, which are perhaps better given in Mr. Keating's own words:

"You ask me what effect the new advance and allotment law has had on sailors? My experience, of course, has been limited to British ships, and I am convinced that the condition is just as bad, if not worse, than before. For example, I would quote the case of a crew recently signed in my presence on a Nova Scotia vessel and bound to the river. Knowing that each man cost the ship \$28 for advance I was somewhat surprised to find that the master held advance notes for \$12 only, and the men acknowledged having received an advance to that amount. I inquired who paid the balance (\$16) and was coolly informed that the sailor did. But how? The answer I got was,

'well, that is a matter easily fixed, they are run out of the ship at the river and of course what they leave behind pays for the advance and more too.'

"I have for years known for an absolute fact that there are masters in the merchant marine who directly the first half of the voyage is over commence putting the 'thumbscrews' on; the men are kept constantly at work, scraping, painting and polishing; angry words are followed by cuffs and blows from the mates and the provisions become poorer and smaller every day, with the result that before the ship reaches her destination, the arrival of the 'crimp' is actually welcomed by the sailors, and the master has succeeded in getting rid of the crew. In the shipment of new men he shares in the profits of the advance, but to more completely feather his nest, before shipping new men he takes care, with cunning and foresight, to see that the men are shipped on articles terminating at a port other than in the country to which the ship is bound, so that when she arrives in the United States he can dictate terms to the crew, and before they are privileged to obtain their discharge (which they really believe they would be entitled to) they are compelled to pay the master from one to three months' pay for the 'privilege' of being discharged, but that is done under the guise of 'covering the expenses of shipping a new crew in their stead,' and when the time comes to again ship a crew the same old game is continued.



"It is the practice of masters of certain vessels sailing from the ports in the United States to have their articles worded 'for a period of two or three years, final port of discharge to be in the United Kingdom or continent of Europe.' This is done for the purpose stated above and not because the master ever expects to go to those ports, and I have known cases and seen letters from owners where they actually proposed this mode of extortion and had the proceeds credited to them.

"Speaking of this matter recalls to my memory the case of a full rigged steel or iron ship which came to Boston from Calcutta. The majority of the men forming her crew were married men and received what is known as half pay allotments. I cautioned the master about the *modus operandi* of the runners, but he assured me that the men were perfectly contented and nothing could induce them to desert or desire their discharge in an American port. Within three days of the conversation about nineteen of the men walked ashore and demanded their discharge. The master showed desire to resist their discharge, and, believing that he was sincere in wanting the men returned to the ship, I did all I could to help him, as the cases are always tried under the British law by the U. S. district court. The master's attorneys being naturally unfamiliar with our law, asked for my co-operation and tuition, and I spent several evenings rehearsing British law, admiralty decisions, etc. Judge my surprise when I found that all my labors were in vain. The master, by his bold front, had got the boarding house master where he wanted him, and, unknown to me, compromised with the crew for an

insignificant sum of about \$250, and the balance, if I remember rightly, in the neighborhood of \$900, I was told was appropriated by the master under the heading of 'perquisites.' I do not know, however, for a fact that, as is customary in these cases, the master got his share out of the advance of every new man shipped in the place of the alleged deserters.

"In answer to your question whether desertions are on the increase I submit that with a state crimping law and a treaty in force between this country and the United Kingdom, there is absolutely no need for the wholesale desertions which one reads about in the papers, provided that the ship's master is honorable and sincere in his duties. I could give you illustrations on this point almost numberless, but bear in mind that I do not wish to convey that ships' masters are all alike in this respect. It is the few who disgrace the whole, but even these black sheep are not the only ones who profit at 'Jack's' expense. The boarding house master and many others get their 'pickings' at the sailor's expense.

"Now for your second question, in what way would a Sailors' Home assist the sailors and incidentally the new advance and allotment law? For the first part of your question I would answer by asking you in return, why do you and I need a home, and why do the young men in the large and even small cities need Y. M. C. A. rooms, public libraries, etc., and again why do railroad employees need similar rooms and homes? I know what your answer will be, and would therefore ask you to apply the same argument in favor of the sailor with the additional request that you bear in mind that

in the case of Jack his need of a home is ten thousand fold greater than others.

"The sailor more often lacks the education, care and home association of other men, and his roving vocation makes him an easy victim of the many sharks, who look upon the sailor as their natural prey and as part of their very existence, although in justice to the keepers of some of the boarding houses it should be stated that they are by no means all alike, for some conduct a very respectable place on methods which I have no doubt are aboveboard. With such my remarks, as in the case of the masters, have nothing to do, but while urging the founding of a seamen's home I have in view the boarding house master whose sole or particular aim is to connive with the others in ensnaring the sailors and getting from them their small but hard earned wages, and this is accomplished by various methods.

"The sailor who comes within the grasp of a person of this class is very likely to become, and almost always does in fact, a moral imbecile for the time being, for while Jack is on shore he is induced to put up at the places kept by these sharks, is kept in a drunken condition about all the time, without friends and without money, for the sailor's share of the latter is already or soon will be in the pockets of these boarding house masters and their accomplices. Should this very profitable boarder become sick, or should there be no immediate chance to ship him he is unceremoniously hustled out into the street and he either becomes a public charge or a tramp.

"Now a Sailors' Home could be purchased near the water front and fitted up for about ten thou-

sand dollars, and I know of nothing more fitting than the establishment and dedication of such a Home to the memory of the gallant tars who lost their lives while serving on the U. S. ship *Maine*. A memorial tablet could be placed in the hall—but I offer this merely as a suggestion—and the Home might be named the '*Maine Memorial Sailors' Home*.' The Sailors' Home, as your navy increases, would soon become self-supporting. Bath rooms, recreation rooms, library and decent wholesome board should be given to the sailors at a moderate cost and the good influence of a home so generously accorded to mechanics in all other spheres of life could then be extended to Jack, all of which would naturally tend to elevate him and better fit him for the position which he has chosen for his vocation. Boston has three such Homes, well patronized and thoroughly appreciated by the men.

"You are, of course, familiar with the gradual but rapid growth of the seamen's recreation and reading rooms. During the time from November 29, 1898, to April 28, 1899, nearly three thousand seamen visited the rooms and upwards of five hundred letters were written by the men to their friends, and over eight hundred packages of literature and magazines were given to sailors prior to their ships sailing.

"Surely there must be some of your readers interested and willing to help in such a cause. I might mention in closing that one of your merchants here, whom I know to be a retired ship master and whose career as such has enabled him to start in a successful business, told me that he would not give one single cent for the benefit of a sailor, but that instead of pro-



adding them with recreation rooms we would advocate a law being passed which would enable ship masters on each arrival to port to put the sailors in prison until the ship was ready to sail, adding that sailors of the present day were beyond redemption.

"I am a strong upholder of discipline and therefore I do not favor any 'milk sop' missionary work. I know by experience that while every sailor is not an angel, I know that every sailor is not a devil. I firmly believe that these boilers of the deep should have a fair chance in common with their fellow co-laborers in life and that the door of the respectable man's house has been closed to them too long. Now what can your friends do to further this good cause?

Surely, there must be some who are capable and willing of bestowing something. Words of encouragement and commendation are very gratifying, but those who are trying to make this class of men better, could with hard cash do a great deal more, and take my word for it, the time would not be far when your water front and side alleys would present a different appearance, and the many kitchen bar rooms and questionable places which exist upon the hard earnings of the sailor would be driven 'out of business.' Money subscribed for this work can be sent to the Mercantile Trust Co., Portland, Maine, marked 'Sailors' Memorial Fund,' J. B. Keating, trustee, all such sums remitted or deposited will be acknowledged promptly."

#### WAR MEMORIES OF AN ARMY CHAPLAIN.

Fourth on the list of naval officers whose memories I am now recalling, and chief of all, comes Captain George W. Rodgers. He stands out in my mind as distinctively the Christian officer,—a naval Havelock or Hedley Vicers. Yet he combined the choicest qualities of the other three officers of whom I have told. Like Ben Porter, as a youth George Rodgers had gallantry, attractiveness, and promise. He was, like Preston, a refined and polished gentleman. No less than Williams was he the skilled and duty-loving seaman. And over and above all he was the pronounced and consistent Christian, whose sincerity and earnestness in the service of the Captain of our Salvation were recognized by all who knew him.

George Rodgers was, as it were, born into the navy. He was a son of Commodore George W. Rodgers,

who for his services in the War of 1812 received a sword from his native state, and from Congress a medal and a vote of thanks; a nephew of Commodore John Rodgers, who fired the first gun of that war, and was for some years senior officer of our navy; a cousin of Admiral John Rodgers, and a brother of Admiral C. Raymond Rodgers. This on his father's side. His mother was a daughter of the first Commodore Perry; a sister of Commodore Oliver Hazard Perry, of Lake Erie fame; of Commodore M. C. Perry, who opened Japan to our commerce; of the two young Perrys who commanded under McDonough at Lake Champlain; and of Elisha Alexander Perry, who at ten years old served so bravely at Lake Erie as to win the thanks of Congress and a sword of honor. In army service his grandfather was Colonel Rodgers, who

commanded the Maryland line in the Revolutionary War; an uncle was Colonel Robert Rodgers, of the Third Massachusetts Infantry in our Civil War; one of his brothers was Lieutenant Alexander Rodgers, who fell at Chapultepec; another brother was for a time in the quartermaster's department; and a brother-in-law, Lieutenant Smith, went down in mid-ocean in command of troops on the *San Francisco*.

Thus George Rodgers seemed predestined to the United States service, and by his own free will he was in the navy from boyhood, entering it before he was fourteen years old. It is unnecessary here to speak of the varied services to which he was called before our Civil War, the opening of which found him an instructor at the Naval Academy at Annapolis, giving the impress of his character and spirit to the young men like Preston and Porter and Cushing, who were there preparing for a greater work than they yet suspected. My purpose is to speak of him in his distinctive characteristics, as I saw them during my intercourse with him in the latter months of his life.

I had known George Rodgers in his mother's home, in the days of my boyhood. In war time I first met him again in the waters of South Carolina, in the spring of 1863, where he was in command of the fleet of ironclads in North Edisto Inlet. My regiment, as I have already said, was then on duty on Seabrook Island. He called on me there, and invited me to visit him on his vessel, the monitor *Catskill*. On the occasion of my first dining with him, I was impressed with the symmetry of his Christian character. Our only companion at table was my tent-

mate and loved friend, Adjutant Camp, the "Knighly Soldier." As we three sat together, the steward brought wine to us. The adjutant and I declined it. "Would you like a lighter wine than this?" asked Commodore Rodgers. "Thank you, no," was the reply from each of us. "Do neither of you drink wine?" "Neither of us." "Then, steward, you can remove the wine," he said. "I have not used wine for twenty years." Strictly abstemious himself, he did not force his views upon others. It was only when he found that we three were in accord on this point that he told of his practice of total abstinence.

Then, in the freedom of after-dinner chat, he spoke of his interest in the religious welfare of his men. He had already invited me to come, when I could, and preach on his vessel on a Sunday, or on a week-day evening. I now learned that, while an Episcopalian, and accustomed to the more formal services of that communion, he would leave his cabin of a Sunday evening, and, despite the barriers which necessarily separates officers and men in the discipline of a man-of-war, would lead a social prayer-meeting among the men of his command. Reading a portion of Scripture, he would make familiar comments on it, would lead in prayer and singing, and then would call on one and another of his godly sailors to take part in the meeting at their pleasure. As we talked together of such work as this, he raised a cushion from one of his cabin seats, and opened below it a locker stowed with religious books and papers, of which he kept a supply for distribution among his men.

The impressions of that first visit



to his vessel were deepened in my mind by all our subsequent intercourse. I was frequently with him on ship and shore. He made an arrangement with my honored commander, General "Tom" Stevenson, to signal to him from headquarters when the church called to a religious service in our camp; and he rarely failed of coming at once on shore for a part in the service. I had many delightful conversations with him; and latterly his increasing spirituality and interest in religious themes forced upon me a conviction that he was ripening for heaven. I had never seen anything of this nature so marked in one in full health. It was not a presentiment of death, for he apparently had no anticipation of his speedy decease. Neither was there gloom in his manner. He was always cheerful, and seemed thoroughly to enjoy life. But there was manifest in him a growing power of spirit over matter; and his face came to glow as with a preternatural light from the already opening gates of glory towards which his steps were tending. Again and again I spoke of this to my friend the adjutant.

On the first Sunday in July, 1863, when Commander Rodgers had been signaled of an approaching church service in our camp, he came hurriedly on shore to say that he had just received orders to coal up at once for a new move against Charleston, and he could not remain at the meeting as he wished to. As we stood together then for a few minutes, and he spoke with deep-toned earnestness of the duty of the hour, of the impending engagement, and of his regret at losing the privileges of worship that day, I was more than ever convinced that his days in this life were few. As he bade us

good-by, and I turned with my tent-mate towards our little rustic chapel, I said,

"We shall never see George Rodgers again on earth."

In a few weeks the army and navy were co-operating actively against the defenses of Charleston. Adjutant Camp and I were prisoners of war, and George Rodgers was thundering with his huge Dahlgrens against Wagner and Sumter and Moultrie. When, in August, he had been called to duty as chief-of-staff to Admiral Dahlgren, he obtained permission to continue in command of the monitor *Catskill* during one more attack on the defenses of Charleston harbor, before leaving his monitor for his new place with the admiral. It was while he was on this service, in advance of the rest of the fleet, that a huge shot from the fort struck the iron pilot-house in which he stood, and shivered a scale and bolt from its inner surface, killing him instantly. When I learned through the papers at my prison home in Columbia that a prominent officer—unnamed—had been killed on one of the Federal ironclads, I said to my friend the adjutant,

"That is George Rodgers!"

"You seem determined to kill him off," he replied.

"Ah, but he was almost ready for translation when we left him!"

The correctness of my impression of his identity was verified when the captured naval officers from Fort Sumter brought the story of his death to Columbia.

Six years later I found unlooked-for evidence that the remarkable change in the spirit and appearance of George Rodgers was not a mere fancy of mine, but that it was noted by others as well. In a sketch of this gallant officer,

Mr. William Swinton, a well-known war correspondent, who was with him for several weeks before his death, said, "Latterly there was seen in him a strange unworldliness that seemed to withdraw him from life, lifting him above the evils and confusions of this 'weary and unintelligible world;' and there was that in his mood and manner which struck his friends with the sad premonition that he was not long to move among us." And Mr. Swinton told of looking out from his berth through the open stateroom door, and seeing Commodore Rodgers with his open Bible before him on the cabin table of the *Catskill*, or again upon his knees in prayer,

and this for hour after hour through the night before his fatal move against Fort Sumter. It was not that George Rodgers had any fear of death. It was rather that his fighting was now at an end, and he was drawing closer to Him whom he served and trusted in peace and in war. Like the soldier apostle of old, he could say, "The time of my departure is at hand. I have fought a good fight, I have finished my course, I have kept the faith: henceforth there is laid up for me a crown of righteousness, which the Lord, the righteous judge, shall give me at that day." And, while thus calmly expectant, "he was not; for God took him."—*H. Clay Trumbull.*

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### THE CASTAWAY ON THE MALDIVES.

"I remember," said an old English "salt," as we talked together on the fo'c'stle of one of the liners between England and Australia, "I remember being cast away on one of the coral islands of the Maldivé group in the Indian Ocean. We were in a brand new composite bark, and the captain was part-owner in her. We were driven on to the windward side of the island, and stranded on the coral reef that surrounded it.

"It then became a question of getting a hawser to the island, which lay quietly nestled inside the comparatively smooth waters of the lagoon formed by the reef; but there was the terrible 'curl' of the reef to pass through, upon which the billows of the outer ocean broke with all their fury, before the smoother water could be reached; and volunteers were asked for the perilous task.

"At last an Italian sailor and myself volunteered to attempt it;

and, with life lines attached, we were committed to the boiling surf; and it so happened that, with a good deal of buffeting, we both got through safely and reached the island, and were not long in getting a hawser ashore and rigging the cradle, which the rest of the crew were thankful to avail themselves of, and all, with only the ordeal of passing through the billows in the cradle, were safely hauled ashore, the captain and carpenter excepted.

"The captain having an interest in the ship was hopeful, as the gale had subsided somewhat, that he might get the ship off again, and had persuaded the carpenter to remain behind to help patch her up, if he should be successful enough to do so through some slant of wind or some other providential means.

"But soon from the island we could see that a fresh storm was brewing from the old quarter, and



we were sure the ship could not last long; and as I was anxious that the skipper and his companion should be saved I proposed to my Italian mess-mate to venture again on to the ship to induce them to come ashore while they might.

"'I would not go through the curl again for a thousand pounds,' said he.

"'Well,' said I, 'I shall try it, I should not like the skipper to be lost.'

"So I was hauled again on board, and, am thankful to say, succeeded in getting them both to come ashore; and only just in time, as that night the gale increased, and in the morning there was nothing left of the bark but wreckage."

Here, dear reader, is a tale of one who voluntarily risked his life to save others, and who endured the breaking of the angry billows upon his head, as with strong arm and stout heart he forced his way through them to the smoother waters beyond, in hope of saving not only his own life, but also the lives of his friends and companions in misfortune.

He was successful and his mess-mates were saved!

But in this he was not alone; another, equally brave and loving with himself, endured like dangers with like results, and they shared the honor of the successful issue of their attempt together.

There were yet others, however, to be saved, and he longed again to make the attempt to save them; and although, this time, it was not nearly so dangerous, yet remembrance of former buffeting with the angry surf was too vivid to induce his companion to join him, so he went alone, and was again successful. Brave men! Heroic deeds! Who would withhold the

tribute of praise due to such men and deeds? And history tells of many such, for man can devote himself when he has an adequate object.

But, after all, did not self-interest form a large part of the motive power here? All were endangered in the first instance, and all must perish, unless one or more risked their lives a little earlier, with the hope of saving all. The second attempt was more disinterested, though the danger was not so great.

Ah! but how every human deed of heroism sinks into insignificance before His act, who gave Himself for sinners,—His enemies!—an act supreme above all! Comparisons are infinitely distanced, as contrasts are thrown into deep-est gloom by it.

Feeble is the illustration in the above of some of the elements that go to make up the mighty drama of Redemption.

The men risked their lives in hope of saving both themselves and their companions in misfortune.

Jesus gave His life to save those who were in danger, when He Himself was safe. Secure in His glory, He might have maintained His position in His own ineffable peace; but He left His estate, and came down to share the sorrows of the position His enemies were in, and then went voluntarily down beneath the judgment due to them.

These subjected themselves to the buffetings of the billows of water to save themselves and others.

Jesus subjected Himself alone to the buffetings of the billows of divine wrath, and exhausted it, to save others, who never could have exhausted that wrath, but who must have endured it eternally.

They hoped that they might be

able to save themselves and others.

Jesus knew assuredly that He could save others, and to do it He would not save Himself. What was that death to Christ? What that judgment? Ah, all was known and measured by Him, and all shrunk from with a horror with which only such a holy being could shrink from it—from being made sin! from drinking the cup of Jehovah's wrath! Yet all was embraced and endured with a power able to exhaust it all, and in a love that lived through and exists beyond it all.

They made the attempt, if perhaps they might save themselves and others from a present danger simply, while they parted company, and lost sight of each other perhaps for ever when the danger was wholly past.

Jesus died, not that He might redeem His people from hell only, but that, cleansing them from their sins, He might walk in present company with them, and have them for ever with Himself in the glory.

The companions of the brave men above gladly availed themselves of the escape from danger provided for them at such a risk; they had, however, to feel the power of the waves, though being in the cradle.

Alas, how indifferently men can hear the tale of Jesus' love and the deliverance effected by it for those who will accept it, without so much as tasting one drop of the judgment, together with the perfect provision that love has made for eternal companionship with Himself in the blessed conditions of the life and circumstances into which He has gone as a man.

Reader, will you not avail yourself of the provision made for such as you by the eternal love?

Or, Will you refuse it?

You have an interest in the world, perhaps, as the captain had in the ship. But the clouds gather; the storm is brewing; yet escape is still at hand.

Haste thee, sinner! ere yet the implacable fury of the devastating blast, that must wreck the world, you love as it at present exists, and your soul for ever, burst upon you. Come now to Jesus. Accept His love. Be saved! Be saved!!

"Believe on the Lord Jesus Christ and thou shalt be saved." (Acts xvi: 3).

"Haste, traveller, haste! the night comes on,  
And many a shining hour is gone;  
The storm is gathering in the west,  
And thou art far from home and rest.  
Haste, traveller, haste."

—G. J. S., in *Gospel Messenger*.

## WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

### At Stations on the Foreign Field.

#### Sweden.

#### HELSINGBORG.

Mr. K. I. BERG writes on October 16:

I wished to take care of my health in an effective manner during the past summer, but I have not been able to realize this plan. I have, however, taken a

month's rest. Afterwards I again took up my work among the sailors in the harbor, on board vessels, in the boarding houses, in the hospital, and especially in the sailors' meeting place, where I have had four meetings a week during August and three in September. Even if I am not allowed to see the fruits of my work as I should like to, as most of the sailors



only come to the meeting place once or twice and then leave for foreign ports, I nevertheless have a firm hope that the word which has been sown among them will bear some fruit according to His promise, who has told me to sow on in hope when He said "Unto Me is given all power in heaven and in earth; go ye therefore and teach all nations." Sometimes I also see sailors deeply affected by the preaching of the word, by the song and the prayer, and in this there is an encouragement to sow the seed and sow in faith, even if with tears and much inner fight and sorrow (2 Tim. iv: 1-5, and 2 Tim. i: 6-9) which have not been unknown to me during my work for sailors.

Number of ships in port since last statement, 642; religious services, 30; average attendance of seamen at religious services, 16, of others, 4; religious visits to hospitals, 12 on ships, 452, in boarding houses, 45; Testaments and parts of Testaments distributed, 110, tracts, 1,520.

#### STOCKHOLM.

Mr. J. T. HEDSTROM writes on October 1:

The steps of Jesus have been seen amongst us, and some souls have been by His sweet word filled with peace. Among the vessels I have visited was a Spanish ship, where I distributed books and portions of the Bible in their own language; every one of the crew received it with thankfulness, but the boatswain commenced to read it at once, and after a few minutes he came to me to tell the joy he was feeling. He could not speak much English, but his eyes, filled with tears, spoke a language that could not be misunderstood, and putting the book with one hand upon his breast with the other hand he pointed towards heaven, and exclaimed very loudly: "Very good book, the best book to me!" May God bless that Spanish sailor.

On the 23rd of July a captain, a friend of mine, invited me to pay a visit to his dying wife. Her hand was getting cold, and she told me that she knew very well that her life would soon be closed. She now wanted to know if Christ was willing to pardon all her transgressions. I read the word of God and prayed with her, and when I left she knew that Jesus Christ was her Saviour and that heaven should be her everlasting home.

Another day I was walking on the quay when an old man came behind and called

my name. He told me that he had been a Christian man but now had fallen into drink. I spoke to him about the wonderful love of Christ, and told him that if he was like the smoking flax Jesus was still tender over him because the smoking flax will He not quench; and after an hour of preaching and praying he began to listen to the true word of God, and before he left me he said "I see the Lord is my Saviour and is willing to forgive all my sins, and in the name of Jesus and His power I will commence a new life." May our gracious Lord help and save that old sailor.

I have had many precious hours among our sailors on board ships and elsewhere, and in our mission hall we have had gospel meetings every evening, and the Lord has blessed our gatherings to the salvation of souls.

Average attendance of seamen at religious services, 30; visits to ships, 415; book bags issued and placed on board ships, 44; portions of Bible distributed to seamen, 110, Testaments, 38, tracts, 6,194.

#### SUNDSVALL.

The Rev. E. ERIKSSON writes on October 2:

Not a few seem to have listened to the call of heaven and to have confessed their sins. A shipmaster confessed that he was the chief amongst sinners, for he had known the will of God but had no distress in his soul over it. When I pointed out to him that he had grief because he could not grieve, the Lord's Spirit opened his heart and he saw his mistake. I visited him since several times, and he was happy in his Saviour. He is a strong man both in body and mind, and uncommonly endowed to do a good work. For this reason I hope that he may be an elect instrument of God for salvation of many. Our brother is thirty-eight years old.

A seaman came more than two months ago to the hospital, hostile to God and religion. Now he is converted to God. An Englishman also left the hospital a new man. Several lukewarm Christians have confessed that they have been strengthened in the faith, much to the comfort of their shipmates who have been afraid they would fall away from God.

We have also had a good seamen's festival in the chapel here. Two hundred seamen were present. They were offered coffee and tea. After the religious ser-

vice they parted from each other with tears of thankfulness. I believe that this service led to the salvation of many.

Number of religious services held in chapel 16, on shipboard, 26, in hospital, 1, elsewhere, 1; religious visits to hospitals, 14, on ships, 252, in boarding houses, 78; Bibles and Testaments distributed, 53, tracts, 5,000.

#### GOTHENBURG.

Mr. CHRISTIAN NIELSEN writes on October 1:

For nearly three weeks we had the pleasure of having the Rev. W. C. B. BLAD from North Dakota with us in our work. We look back upon his visit with a thankful heart, as it was of great encouragement and blessing.

On board an English vessel one of the crew said "We have not sent for missionaries, and don't want to be troubled while we have our dinner." Some of the crew found the remark laughable, but Mr. BLAD made them quit by saying, "Friends, we have come to bring the gospel of our Saviour, and we are under obligation to do so, and it may be that we are the last of God's servants to speak to you about the welfare of your souls; your vessel may never return to port, and the next we hear of you might be that you have gone into eternity."

How often have I been reminded of these words during the month of September. Among the vessels reported wrecked during that month not less than eight had been at this port lately for cargo. I realize the responsibility of my commission. The men to whom I am commissioned may never return to this port.

We can report progress in all departments of the work. On a vessel that Mr. BLAD and I visited together the crew regretted that they were not so fixed that they could invite us to take part in their dinner. We told them that we were thankful for their good intention, but we had come not to get but to give. Christ, the bread of life, was presented to them in a short service, which, however, was interrupted by the officers, "On again." Most of the crew came to our Bethel in the evening, and God granted us the privilege to pray with two of them who desired to live the Christian life. The cook, who was a Christian, was at my suggestion chosen leader of the Floating Christian Endeavor on that vessel.

Boarding a bark that had just arrived

from Buenos Ayres via London, we found the crew all at work, and we went to their cabin to see the captain, with whom we had a conversation; when I pulled out my hymn book to sing a hymn the captain said, "If you wish, I will call the men down, and we may have a little meeting." It has occurred before that the captain has prolonged the dinner hour to give us a chance to speak with the crew, but this was the first time that a captain volunteered to take his men from work to give them a chance to listen to the missionary. May the blessing of God rest upon their unselfish captain.

On September 24 and 25 we united with the Y. M. C. A. in inviting the crews of the men-of-war to an entertainment at the Y. M. C. A. building, as our mission was not large enough to accommodate those who might accept the invitation. Nearly two hundred were present, and after refreshment the gospel was preached. The following evening about twenty of the mariners gathered at our Bethel, where I spoke to them about the Floating Christian Endeavor in the U. S. Navy, inducing the sailors to organize on their vessels. In this effort I got an unexpected help from one of the men who had been in America, and had some knowledge of the Endeavor work. He related his experience and helped his shipmates to start societies.

Some time ago I learned that one of the members of our Seamen's Endeavor had wandered away from God. I wrote him a letter entreating him to return to God and re-sign the pledge. I heard nothing from him for months until a few days ago when he wrote me a letter from Cardiff in which he says, "Out of the depths of my heart I regret that I have not written to you, but the fact that I had broken my Endeavor pledge and had to confess it to you kept me back, thinking that it was better not to write. I pray don't look upon the past with darkest view; God has forgiven me and I have returned to Him. I have re-signed the Christian Endeavor pledge months ago; God has been my helper in my endeavor to keep it, and in the storms of temptation I find my strength in His love."

To Mrs. PRIDHAM, of London, I wish to render my most cordial thanks for ninety kroners' worth of Bibles and Testaments; also to Mr. MUNSTER for tracts.

Number of religious services held in chapel, 17, on shipboard, 39, in hospital, 13, elsewhere, 25; average attendance of seamen at religious services, 24; religious



visits to hospitals, 15, on ships, 285, in boarding houses and families, 302; Bibles and Testaments distributed, 127, tracts, 1000, loan libraries, 18.

## Denmark.

### COPENHAGEN.

The Rev. A. WOLLESEN writes on October 1:

Our visits, 327, on ships in the past quarter have been graciously blessed of the Lord. Sailors have a right side to be got at; thank God we seldom fail to receive a hearty welcome from the different men of the fore-castle. A few wall cards with flowers, mottoes, or a Scripture passage and a Bible bag transform the fore-castle into a nice abode, reminding them of home, youthful days, the prayers and tears of a pious mother. Good impressions made on their hearts are kept sacred, hid in silence; but it is to these good impressions that the still, small voice of God's Spirit speaks. Sailors of every nationality seem to like Moody and Sankey's hymns and heartily join in singing. A few words in prayers or exhortations and an invitation to attend the means of grace provided for them in our Bethel ship secure attendance at our divine services.

A heavenly atmosphere has marked our sanctuary, and we have seen some sailors shed tears of repentance and others whose faces beamed with joy at the Saviour's feet.

A dear brother from Cardiff came with four of his shipmates; he said "formerly we went to the liquor saloons but now, thank God, our first walk is to the mission, and from shore to shore we speak of and are feasting upon the unspeakable kindness of which we in these Bethels are the recipients." Another sailor while his face beamed with joy told how he was led to see his lost condition and while he in prayer besought God for mercy he saw the meaning of the passage "The Lord had laid on Him the iniquity of us all;" his humble testimony of our beloved brother was followed with such blessing that four men besought our prayers.

"It refreshes my soul," said captain S., who sixteen years ago closed in with the venture of mercy, "once more to see the dear old spot." His ship waited for orders at Elsinore, but he went to Copenhagen by train in order to see old friends. His Bible bag was exchanged and with a

supply of ten Swedish hymn books and a parcel of tracts, books and gospels to distribute to the men of the sea at his destination, he left, as he said, happy and blest.

Two Danish sailors, who had sailed out from England for more than three years, returned to their home to visit their dear old parents. Goodness and mercy had followed them on their voyages. Well supplied with money, from our Bethel ship they carried with them to their island home three Bibles, twenty Testaments, twenty Psalms of David and a parcel of tracts to distribute to relatives and friends.

In August Mrs. WOLLESEN and I made a visit, four days, to Fyerr, distributing tracts, Holy Scriptures and telling the story of redeeming love. A dear sister, whose husband and son are sailors, wrote expressing her sincere thanks and saying "The celestial influence of the word spoken shall make us think less of earth and more of heaven." Another lady whom we visited, whose son, a sea captain, together with his wife and crew (with the exception of one man) lately found a watery grave, was heartbroken, but we told her of Him who heareth the mourner's cry and she was consoled.

Letters have been received from seamen which indicate gratitude for the time they spent with us.

Mrs. A. E. ROBERTSON, of London, who for many years has granted me large supplies of Holy Scriptures, has also this past quarter aided me with three hundred and eighty copies. This donation has enabled me to supply thousands of sailors on the sea and poor homes around the coasts of Denmark with God's holy word.

Several thousands of emigrants have during the past quarter, especially Finlandians, by way of Copenhagen, emigrated to America. The few days they tarry here their abode is in the lodging houses in the vicinity of our Bethel ship and efforts are made to draw them within the influence of our mission. They are supplied with a profitable pamphlet giving good advice to emigrants.

Number of religious services held in chapel, 32, on shipboard, 16, in hospitals, 5, elsewhere, 9; average attendance of seamen at religious services, on Sabbath, 80, week days, between 30 and 40; religious visits on ships, 327, in boarding houses and families, 241, to hospitals, 26; Bibles, Testaments and gospels distributed, 418, tracts and printed sermons, 3,400.

## Germany.

HAMBURG. \*

Mr. (H. M. SHARPE writes on October 1:

During the six months we have had two thousand and thirty English ships in the port of Hamburg and one American. I cannot give the number of all ships visiting Hamburg. We have German, Danish and Scandinavian missions here and I work among the English and American ships when in port. We have the British consulate in the same building and I am glad to say that H. M. Consul-General takes great interest in the welfare of seamen, also the American Consul, Dr. PIRCAIRN. I am pleased to state that our numbers are increasing. We have had many American seamen who have landed here quite destitute, having been shipped at American ports and the money, in some cases twenty-five to thirty dollars per month, being taken by the boarding house keepers. I think the American ports are far worse than Hamburg.

In the religious work of the Institute

the Lord has been with us. Six seamen have publicly confessed Christ to the joy of their souls, and I have received letters from them expressing their joy and thankfulness. One man said he was too bad to be saved. I told him that the Lord Jesus never saved a good sinner yet. At last he came to Jesus as he was.

This is a letter from him:

"Believe me that I am going away happier and I hope better than ever I did before. I should like to be at your service to-morrow night, as the prayers you would have used would have strengthened me considerably, but I shall think about you and I hope get on all right. Thank Miss TULLY for the Bible you gave me as a present, which is, I think, the only one aboard. God bless you all for your goodness to me.

Number of American ships in port since last statement, 1, British, 2,030; religious services in chapel, 30, elsewhere, 12; average attendance of seamen at religious services, 26, of others, 3; religious visits to hospitals, 33, on ships, 433, in boarding houses, 30; Bibles distributed, 4, Testaments, 12, tracts, 1,430.

## At Ports in the United States.

## New York.

NEW YORK CITY.

The following extracts are taken from the eighty-first annual report of the Society for Promoting the Gospel among Seamen in the Port of New York

At the Mariners' Church fifty-one persons were received during the year on confession of faith and two by letter, and three persons, at their request, received letters of dismission to other churches.

During the year the aggregate attendance at the various services at the Mariners' Church was 32,023, the total visits to vessels, 5,320, and to boarding houses, 9,876. For fuller information see reports of the pastor, missionaries and room-keeper.

From Mr. BOULT's report:

"Whilst there has been much to discourage, there has also been much cause for gratitude and thanksgiving to God. To have labored in some cases for years with men, meeting them first careless and given to debauchery, to have welcomed them voyage after voyage upon their return, warned them, admonished and entreated

them even with tears, from pulpit and private, and to have our hearts made glad by seeing them yield themselves to Christ, and subsequently to listen to their expressions of love to God and joy in the Holy Ghost, this has more than paid for the labor bestowed.

From missionary MATTSON's report:

Many have received the message of salvation; one, being a patient of the Marine Hospital for over a year, writes me four days before his death:

"First of all, I thank you for the gospel light that you have brought me, and for the many visits and comforting words; they made me glad, and I began to seek Jesus. I am feeling safe and secure. Death has no fear. My days are now many, and when they are ended I go to my Saviour."

Letters are frequently received from sorrowing parents far away, regarding their absent boys who have neglected for years to write. In some instances we have been able to give information. A mother writes from Sweden:

"Many thanks for writing and informing me about my son and his sad death. It seems hard to know that he will never return from that voyage on which he



started four years ago, but I know he is taken away from much that might come this way. Best of all is, that he was a God friend to you, and, as I have heard, a Christian life. Accept my thanks for all the kindness you have shown me."

"Allow me to thank you for all the trouble you have had in our behalf, and that you, through the grace of God, have been the instrument to my brother's conversion. May he never turn away from God."

Correspondence takes up much of our time, but it has proved to be a very necessary and important part of the work. Writing once to an unconverted sailor in Hong Kong, I received the following answer:

"When I read your letter I thought of the immortality of my soul, and began to pray, and soon found Jesus. The Lord is my only helper."

The following are extracts from letters received during the past year:

"My thoughts are mostly at the Mariners' Church, where God has so often blessed my soul."

"The Lord bless you and your work that converted sailor Orro from Russia."

"I will never forget you, dear brother; our prayer went to my heart and God's spirit came over me. Oa, how good it is to have peace with God!"

"I am longing so much to come back to your meetings, where you told me about the dear Saviour who has done so much for me. Oa, what joy it brings to me!"

"Let me tell you the truth; there is not a place on earth I like better than the Mariners' Church in New York; my heart is always there. I had a hard time aboard, but, praise the Lord, two men were converted."

"I got very much encouraged by your letter. Before, I had no peace, but since that night when I gave God my heart I have had joy and peace. The first day I came aboard I confessed Christ to my shipmates. Two are now seeking Christ."

"I am rejoicing in my Saviour who has taken my sins away. I shall never forget that day; it was in the Mariners' Church that it happened."

"I feel very sad to leave New York and the blessed services in Mariners' Church. The first thing I did when I came aboard was to kneel down and pray. My shipmates did not disturb me."

"Your work will never be forgotten by me. I am in earnest. Through God's grace I am trying to gain that crown."

"I have been in great peril since I saw you last. We got shipwrecked, and out of twenty-eight men only six got saved. It is a good thing to be a Christian; then we need not fear anything."

"I have told my shipmates that I knelt with you in prayer before we left New York. They laughed at me. I have read my Testament through three times, as I have no other books. If I meet you again you shall say I kept my word."

"How well I remember the words you said to me the first time I saw you: 'Take Jesus aboard with you.' Those words sank deep in my heart."

"I will tell you that I live in Jesus and He in me. May God strengthen you to tell what Jesus has done to save sinners, among whom I have been the chief."

"You remember I got saved at one of your Sunday afternoon meetings. Have had many hard temptations. When shipwrecked on the coast of England I felt Jesus nearer than ever before. No one can be happier than I am—night and day just the same."

"I want to thank you for helping me to come back to Christ. I am now going to sea with the love of Jesus in my heart."

"It was a blessed day when Jesus made me free. I love the Bible, and I shall belong to Jesus forever. I thank you, because you taught me how to come to Christ."

"All is well. I am resting in my Saviour. I hear cursing and blaspheming all day, but I thank God for His word, 'Lo, I am with you alway.'"

And many more.

From Mrs. CASSERA's report:

We feel sure that our dear Father in heaven has blessed many an inquirer in our rooms; the backslider has returned, the wanderer has been pleaded with, and in many cases has come to Jesus, and the Christian brothers have been strengthened.

We give a few extracts from letters received from seamen:

"I was just going on watch, and then your letter brought the remembrance of my promise to watch and pray and to be on guard for the little sins, and I tell you I thought of my promise, also of the hymn we sing in the meetings, 'I need Thee every hour.' I realized I need Him more and more daily—almost every second—because Satan does try me hard, but I ask the Lord to help me, and He does just what He says He will do. I don't know when I shall be back in New

York, but I shall come to the rooms, as 'tis the best place a sailor can come to and spend his time."

"I want to thank you for your loving advice to me last night. God helping me, I will do as I promised. I know full well 'tis the best life. I feel sorry I cannot come to-night, as I promised; I must stay on board. I never enjoyed two nights in any place like those two nights at your meetings. I hope others will give their hearts to God and come out from among evil doers and be clean through faith in Jesus."

The above letter is from one of many who come from Brooklyn vessels to our meetings. There is an attractiveness about this old Mariners' Church to numbers of seamen, and distance only adds more charm to the place; truly they come from the ends of the world to hear the gospel of salvation.

M. C. D. was spoken to and prayed with after raising his hand for prayer in our after-meeting one Sabbath evening. He said he wanted to live right in God's sight, but realized that of himself he could not. He was told that Jesus said, "Without me ye can do nothing," so he gave his heart to Jesus. After that he was here every night; and the last, with tears running down his bronzed face, he said: "Let me feel and know you are praying for me; I thank God for this place."

"The first time I went to sea I went away laughing. This time, in New York, I left crying—you have been so good to me. I never had any one speak to me before as you did. I had never been told of God's love to poor Peter; but it seems all I knew was how to grieve God by sin. I want to ship back to New York, where I can see my dear mother again; and I know you will all pray for me that I can be a good boy and keep from drink and all its vices."

"Jesus is sweeter to me every day; I realize His love in my heart and my need of Him hourly."

And many more.

From Miss BORNEMAN'S report:

The principal object of our work is to lead the men of the sea to Christ. With this before us, shall not we, who have been rescued by One who, to save us, laid down His life on the cross, extend to the sailors our sympathy and prayers? Sometimes we become discouraged when difficulties are in our way, but when we have committed the matter to God He has made the darkness light; and oftentimes

when a man leaves us undecided, and feel our labor has been in vain, the sown takes root after lying for months on barren soil. The inquiry work has been greatly blessed. Every evening, before the after-meetings, and in the morning if opportunity offers, sailors are taken into the inquiry room, where they are given good advice and prayed with, and often given a Testament or Bible.

The following are extracts from letters received from sailors:

"I have continued thus far faithful to the strength of the Lord, surrounded as we are on every hand with temptations, trials and ridicule. Still, thank God, I am holding to the foot of the cross. I have never spent such sweet hours on my watch at night since I was going to sea for the Friend of the helpless is with me. What a blessed privilege to feel you are safely hiding under the shadow of the wings of the Almighty!"

"I am still trying in my weak way to serve God; have not taken drink of any kind. I read my Testament and pray every day, and I thank you for that last night but one at the Mariners' Church when, after many months, I came to decision, and I am happy."

"We have been thinking what a rough class of people you have to mix with. I am a sailor myself, and I know what we are, and what we may be through the grace of God, but it is only for a season. You remember the Sunday morning Jesus found me at the little service aboard ship. May God bless you in your work. Please pray for me."

"I have read the Bible every day since we left New York, and found it a great comfort. I have been trying to persuade my shipmates to do the same. I am longing to be with you in those blessed meetings of yours."

Ships and boarding houses have been visited regularly every week in New York and Brooklyn. The work is being blessed in many ways. We would tender our thanks to all kind friends for their valuable help and prayers, especially to those who have so liberally answered our appeals for good literature, comfort bags, etc., which mean so much to men of the sea.

From Mr. CAMPBELL KEITH'S report:

Our reading room is one of the most important branches of work among seamen. It is a centralizing force. It holds out various attractions, all of an elevating character. While it offers a pleasant



a respectable resting place for all classes of seafaring men, from the cabin boy to the captain, and insures them an opportunity of meeting with steady and self-protecting seafaring men, it is also frequently the means of bringing together friends who have not met for years. Had nothing else to recommend it, it would be a precious boon to strangers in a foreign land. It is also a convenient place in which letters from home or friends may be addressed. At the same time every man finds desks provided with writing materials, facilitating intercourse with friends at a distance. It thus helps to bring the warm, purifying atmosphere of home to men surrounded by and exposed to the most corrupted influences. Thousands of dollars are thus secured that might be recklessly thrown away, and sent to those who have a sacred claim upon them. Last year we assisted sailors to send home the sum of \$4,000, and this year the sum of \$3,000. The decrease, I believe, is owing to so many of our regular comers going to the war in cruisers, transports, battleships, etc. We have so banked about \$1,000 for them. The women are thus collected where those who are watching for souls are frequently able to take them aside for religious conversation and prayer, and they are often induced to attend the frequent public services in the adjoining room. It is my pleasant duty to make the place as attractive as possible to its visitors, giving them a cordial welcome, and holding myself ready to give them needed advice or assistance as we have opportunity. In these respects every day has its own history, so varied are these cases that claim our advice or aid.

We have visited Long Island College Hospital every week, where sick and disabled seamen are always to be found. In their helplessness and loneliness they are glad to see the face of a friend, and we get ready access to many hearts that could not otherwise be reached. Sailors are a grateful and warm-hearted people, and we receive many letters overflowing with gratitude for the various kindnesses we are able to render them when in port. Apprentices often part in tears from the best friends they have met since they left their homes. Many apprentice boys come the way from Bayonne to spend the evening with us, and even the last night of port will come to say "good-by," although they know that they will have no rest all next day or night.

The testimony of captains and officers

as to the improved character of the men who frequent our rooms is very encouraging, and their cordiality makes the work of visiting ships easy. The superintendent of the reading room has visited ships during the past year twice a week, and has conducted an average of two prayer meetings each week.

About thirty letters a day have been written by sailors to families and friends, and about fifty-five letters have daily been received for seamen.

From the report of superintendent McCORMACK of the West Side Branch:

We have continued to visit the seamen on board ship, in hospital, and even in prison; also, we have invited them from the streets, saloons and boarding places; the sick and dying have been tenderly cared for as far as lay in our power, especially by pointing them to Christ, the only source of hope and comfort. The heaviest part of our work consists in almost daily visitation of ocean steamships, distributing among the crews tracts and other good literature, as well as inviting them to our services held at the "Branch" four evenings of each week.

If space permitted, many interesting experiences might be given similar to the one following: S. S., a young man, on his way from the far West for his native home in Europe, on arriving at New York, fell into the hands of land sharks, who stripped him of all his money—\$56. He came to us in great distress of mind, feeling that he was forsaken of God and man. Through his attending the meetings, coupled with our praying and advising with him, his loss was forgotten by his finding the way of eternal life; after which he left us, a wiser and better man, rejoicing in the knowledge of the forgiveness of his sins, and declaring it to be his purpose in the future not only to shun evil companions, but also to tell "the story of Jesus and His love." Incidents of like outrages are of daily occurrence in this neighborhood, but the gospel is the one unfailing remedy for the broken hearts and wounded spirits of men. Extracts of letters are herewith appended for the convenience of the reader.

From the report of missionary HAGGLUND of the West Side Branch:

Testimonies have been given in the English, German and Scandinavian languages that Jesus saves. We have seen a great improvement among the men of the

sea during this last year. We have a great field of labor, extending from the Battery to West Thirty-fourth Street, to Hoboken and to Jersey City steamers, also to boarding houses, and a great deal of work on the street, to invite them to the mission.

"The kindness shown to me and my shipmates has brought new light to me. I have been bad, but I am determined to change. Pray for me."

"I attended the meeting on Tuesday evening and heard God's Word preached and engaged in singing and prayer. Since that I am entirely changed. Life seems bright, and there is something to live for. Oh, that God may make me also a helper to lead my shipmates away from the cursed drink and to Christ."

"You remember the evening that I came to the mission. You spoke to me, and glory be to God, it was a happy day when we prayed together. Oh, how glorious to have Jesus in my loneliness. The cursing and swearing in the forecabin never touches me. Jesus keeps me in perfect peace."

"The men of this ship who have attended the services at your chapel often speak of the good they have received by the Word preached, also for the Bible, and the many kindnesses extended to the crew. I hope that the Lord will give me the grace to turn and live a Christian life and to lead others in the right way."

"Thanks for the books and papers. All will be wisely distributed among the crew. Pray earnestly for us that the men of the sea may be delivered from the demon of strong drink, by which not only they, but also we, who love Jesus, are dwarfed and hindered by its dreadful curse."

"When I said good-by to you on the S. S. *Cymeric*, I had a consciousness that you and others would hold me up in the arms of your faith. Once, when on deck, I was so conscious of God's presence that I had to go down to my berth and fall on my face in prayer, and oh, what a blessing came to my soul! Thank God."

"It is with delight that I am looking forward to coming to New York again, so that we can again join in the precious meetings and hear the glad sound of the gospel. Oh, that more of my shipmates would come to the meetings. Pray for them and me."

"I will use my influence to induce my shipmates to attend the services at the Branch. It is a haven of love and kindness. I am now sailing in the good ship

Faith, with Christ at the helm. That came about by attending at the Branch and hearing God's Word spoken. Oh, what a blessed change for me and my loved ones!"

"God has mercifully preserved us and our ship during several desperate engagements with the Spanish forts, and now I can experimentally testify that God is present help in time of trouble. Oh, I was sensible of the presence of God, for in the midst of flying shot and shell I was kept in great peace. Praise God."

"After one hundred and ninety days on the trackless ocean we have reached port, for which at least two of our crew are heartily thankful to our Lord Jesus Christ for His mercy to us, not only during this voyage, but through all the journey of life. How much we have talked of the warm and kind reception which we met with both at your home and the mission, through which means Mr. G. was induced to yield up to Jesus fully, so that now he and I sing the hymns which we love so much, and were so familiar to all at the Branch. We shall always remember you as kind friends praying and watching for our safe return."

"I thank you very much for your invitation to the mission. Before I came to the mission I was an unbeliever and sinful, but since I have given my heart to the Lord, and He has forgiven all my sins. In believing Christ I found real peace. I am very glad that I have found such a mission to show the people the right way to heaven. I am a young German who was all alone in this country."

#### Statistics (West Side Branch):

Visits to vessels, 3,766, to boarding houses, saloons and hospitals, 468; total visits by seamen at reading room, 7,579; total attendance at gospel meetings, 5,759; at ship services, 1,141; religious meetings held at Branch, 212, on shipboard, 44; letters written by seamen, 2,363, received, 528; Bibles given away, 56, Testaments, 294.

#### NAVY YARD.

The Rev. G. B. CUTLER writes on November 1:

The coming of a number of our ships-of-war to this yard has brought fresh opportunities for Christian work. Our plan is to go on board each newly arrived vessel and post notices of our meetings (with the permission of the officer in charge)



apt on ships that carry a chaplain, we would not intrude, but we work with the chaplains of such ships to offer to provide good reading, Testaments, magazines, or singing books when needed, in the name of the AMERICAN SEAMEN'S FRIEND SOCIETY. During the past month we furnished a large assortment of such reading to the cruiser *New Orleans* the day before her sailing for Manila, and received the thanks of her executive officer, Mr. HALL, in behalf of the ship. We also placed a supply on the S. S. *Monongahela*. Between the leaves of secular reading we place leaflets of a sort calculated to make the reader think of the life to come, and on the smaller government vessels, tugs, &c., as well as at the marine sentry posts, we have the SEAMEN'S FRIEND. The meetings have been profitable, and our increased acquaintance with the needs of sailors has led us to present Christ with added power. A number have asked our prayers who are far at sea to-day. We know that our labors are not in vain in the Lord.

---

### South Carolina.

CHARLESTON.

The Rev. P. A. MURRAY writes on November 1:

Bibles distributed, 10; hospital visits, 3; jail, 3, foreign vessels, 44, coastwise vessels, 44; magazines, papers and tracts distributed, 1,396; attendance at reading room, 263; attendance of seamen at seven religious services, 123, landsmen, 155, total, 278; attendance of seamen at three entertainments, 140, landsmen, 219, total, 359; letters written by seamen, 9, received, 6; invitations given out, 666; temperance pledges, 9; sailors that have registered in reading room, 75.

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### Georgia.

SAVANNAH.

Mr. H. IVERSON writes on October 24:

Number of American ships in port since last statement, 153, all others, 54; religious services held in chapel, 35, average attendance, including prayer meetings, 8; temperance meetings, 3; visits to vessels for religious purposes, 66, to hospitals, 10.

September was a very busy month; we

had a fleet of English tramp steamers here loading cotton, and our reading rooms were crowded every night, some coming in and others going out from 6.30 to 11 p. m. The correspondence room, which has six seats, is as a rule always full and some waiting for their turn.

I have sometimes thought of keeping an account of visitors to reading rooms and letters written, but I have found that to keep a correct account would require more time and attention than I with my helpers can give to it.

Our meetings have not been so well attended as they ought. I may safely say, and say it with sorrow, that not half of the seamen who make use of our reading rooms will attend the meetings in the chapel. I have not closed the reading rooms during the meetings because I can only force them out on the street but not into the chapel.

Our dormitory season will close on November 1. It has been a very busy one. It takes up a great deal of my time and I am very glad that it's over, so I can more fully devote my time and strength to the religious work. I am sorry that I could not attend the Convention in Boston, as I could not leave the work here just at this time of the year, but I am glad the Convention is being held and I invoke the blessing of God upon it.

---

### Louisiana.

NEW ORLEANS.

Mr. JAMES SHERRARD writes on October 1:

Number of American ships in port since last statement, 118, all others, 214; religious services held in chapel, 13, in hospital, 15; average attendance of seamen at religious services, 8, of others, 10; religious visits to hospitals, 25, on ships, 137, in boarding houses, 1; Bibles, Testaments and gospels distributed, 159, tracts, 1,779.

[It was a great pleasure to meet Mr. SHERRARD at the Conference in Boston].

---

### Washington.

SEATTLE.

The Rev. THOS. REES writes on November 2:

Thirty have risen for prayers the past

month; sixteen conversions, two of whom are sailors. There has just returned from Alaska one of our mission's boys with two broken legs, a boy of many prayers. I have wondered we kept up our numbers so long with so many other things to draw people away, but the fact is we have good meetings right along and very fairly attended. I have been at Port Blakely once and found ten ships.

Number of American ships in port since last statement, 18, all others, 2; religious services in mission, 36; average attendance of seamen at religious services, 8, of others, 50; religious visits to ships, 52, to boarding houses, sick rooms, &c., 11, to hospitals, 8; Bibles distributed, 1, tracts, 266.

### The Planets for December, 1899.

MERCURY will be visible at the end of the month, low in the south-east before sunrise.

VENUS will be a fine object in the early evening in the south-west, getting slowly brighter and farther from the Sun.

MARS will not be visible.

JUPITER will not be well visible.

SATURN will not be visible.

There will be an Annular Eclipse of the Sun December 3, invisible in America; visible in the Antarctic Ocean.

There will be a Partial Eclipse of the Moon December 16, visible in America. This eclipse is almost total. Moon enters penumbra 5.33 p. m., eastern standard time; Moon enters shadow 6.45; middle of eclipse 8.26; Moon leaves shadow 10.07; Moon leaves penumbra 11.19.

Princeton.

T. R.

### Sailors' Home, New York.

190 CHERRY STREET.

Reported by Capt. H. O. Appleby, Lessee, for the month of

OCTOBER, 1899.

Total arrivals..... 42

### Receipts for October, 1899.

#### MAINE.

Hampden, First Congregational Ch.,  
balance for a loan library .....\$ 3 8

#### NEW HAMPSHIRE.

Keene, a friend in the First Church.. 1 0

#### MASSACHUSETTS.

Springfield, First Church of Christ.. 10 8

#### RHODE ISLAND.

Providence, Central Congregational  
Church ..... 95 6

#### CONNECTICUT.

Danbury, First Congregational Ch... 2 0

Mount Carmel, Congregational Ch... 13 8

New Britain, South Church Sunday  
School, for library..... 20 0

New London, First Church of Christ.  
Norwalk, in memoriam..... 8 2

Rockville, Union Congregational Ch.  
West Hartford, Sunday School of  
First Church of Christ, for libra-  
ry..... 1 0

Windsor Locks, Congregational Ch.. 29 8

#### NEW YORK.

Albany, The W. C. T. U. of New York

State, for loan libraries, viz.: the

Ulster County Union, for the High

Falls and the Mary Towne Burt

Libraries, and the Chautauqua

County Union, for the Mrs. Esther

McNiel Library, received per Mrs.

E. L. Tenney ..... 60 0

Kinderhook, Reformed Church .... 33 4

Miller's Place, Mount Sinai Congre-  
gational Church ..... 11 6

New York City, M. H. A. .... 200 0

John Dwight..... 10 0

Collections on board the steamers  
of the International Navigation  
Co.'s lines, received per H. G.

Phillips, cashier..... 91 4

Collegiate Reformed (Dutch) Ch .. 37 1

Samuel D. Babcock..... 25 0

Lord & Taylor ..... 10 0

Deering, Milliken & Co..... 10 0

Wm. Alexander Smith..... 10 0

Capt. Thomas Roy of the ship *Nor-*  
*wood*..... 10 0

Charles C. Beaman..... 5 00

Capt. Geo. T. Watt, master of brig  
*Atrato*, for library work ..... 1 00

Capt. G. N. Perry of brig *L. G.*  
*Crosby*, for library work..... 1 00

Poughkeepsie, Reformed Church, of  
which Henry L. Young, \$50..... 64 72

#### NEW JERSEY.

Newark, Second Presbyterian Church 12 50

#### DISTRICT OF COLUMBIA.

Washington, Annie B. M. Craig, for

library in memory of David W.

and Jane O. Mahon, with the text

"The beloved of the Lord shall

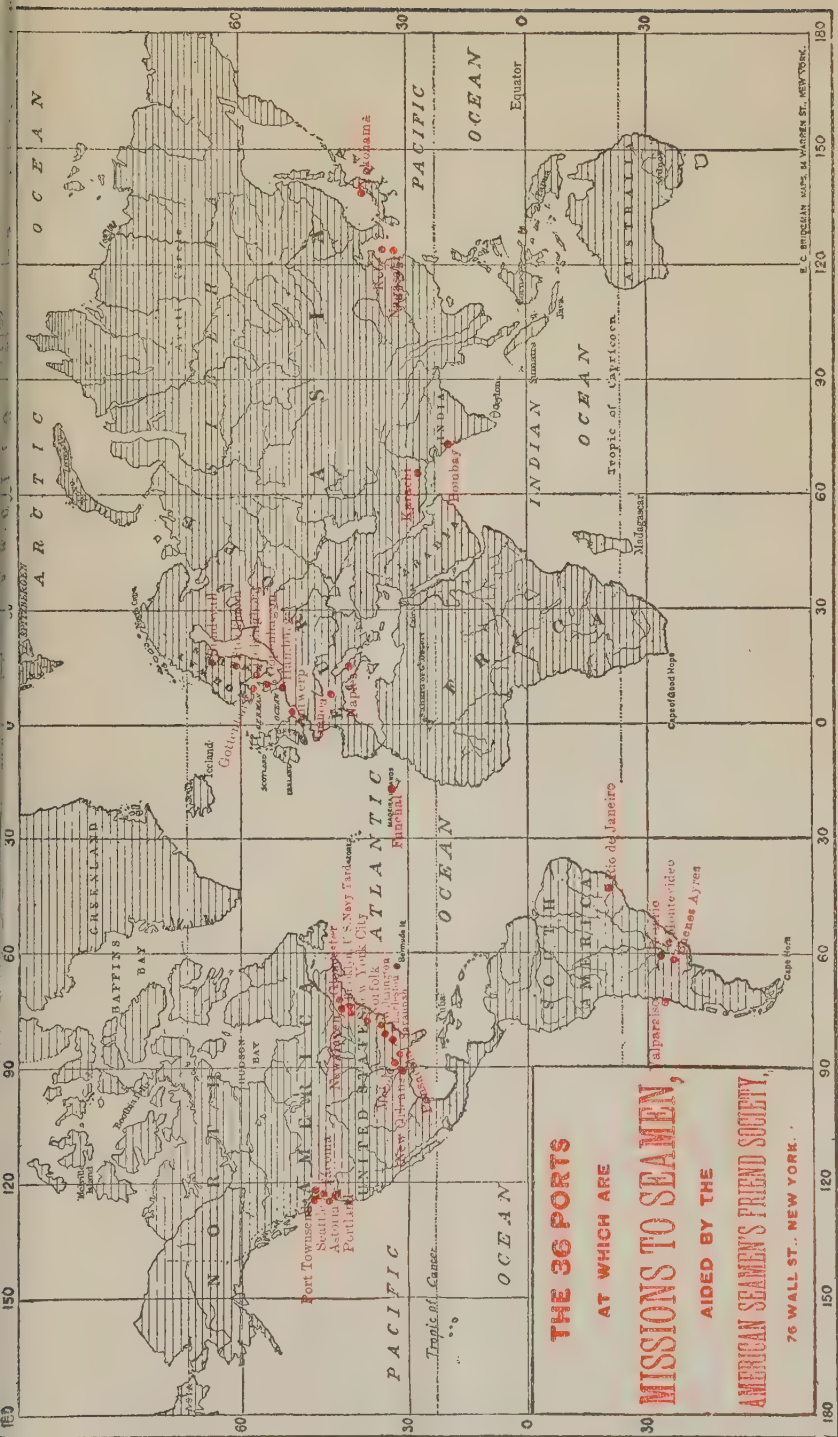
dwell in safety by Him"..... 20 00

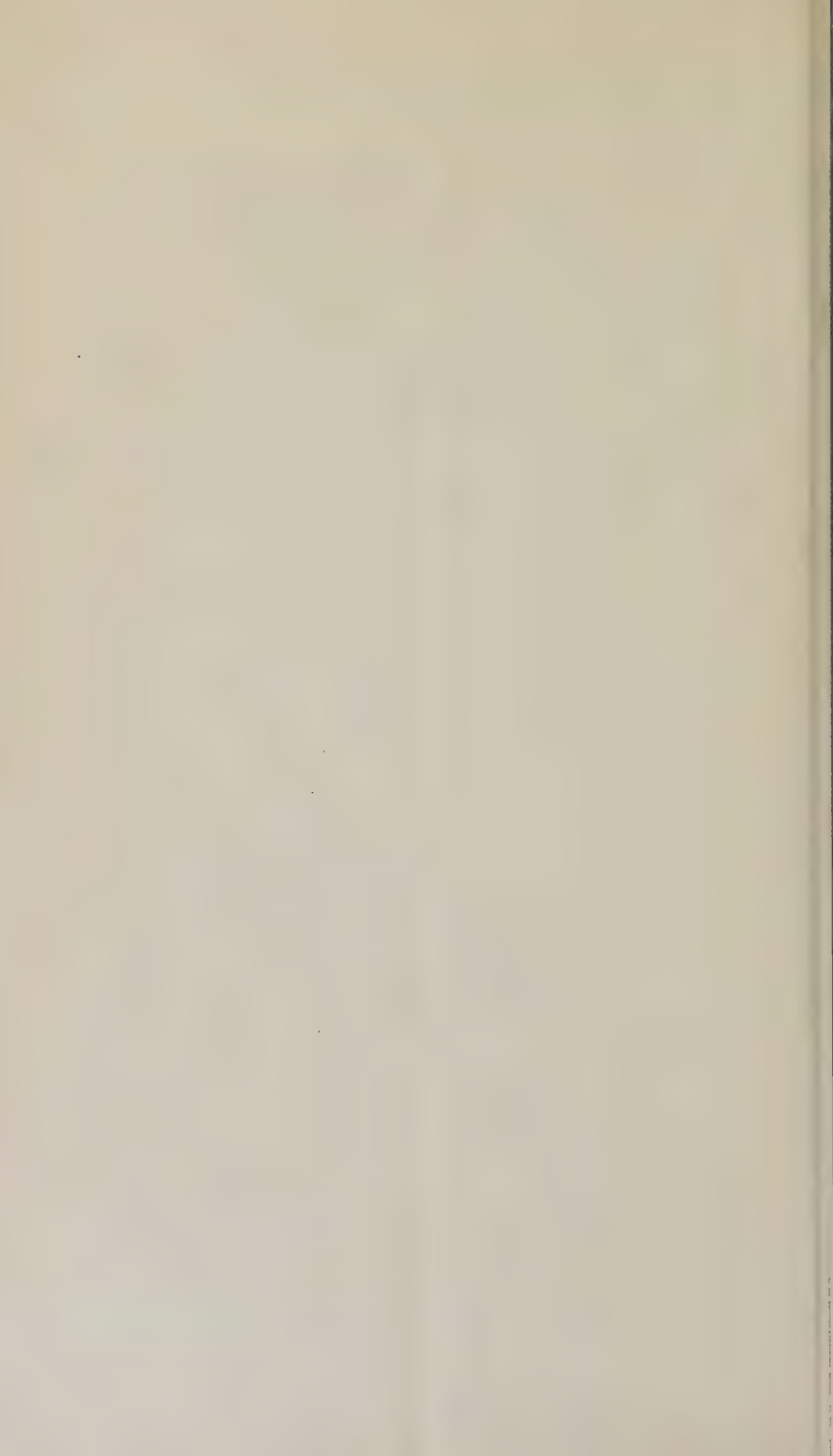
#### WASHINGTON.

Seattle, Seamen's Mission of Seattle,  
received per Rev. Thos. Rees..... 23 15

\$937 27









THE  
SAILORS' MAGAZINE

AND  
SEAMEN'S FRIEND,

FOR THE YEAR ENDING DECEMBER, 1899.

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*"What seest thou, friend? Black leagues extend  
On all sides round about thy bark and thee;  
Not one star-speck above the deck  
Abates the darkness of the midnight sea;  
The waves' throats roar"—"I see the shore  
And eyes that plead with God for mine and me."*

GEORGE BARLOW.

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76 WALL STREET.





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# INFORMATION FOR SEAMEN.

## LIST OF MISSIONS AIDED BY THIS SOCIETY.

EDEN, Helsingborg.....	K. I. Berg.
" Stockholm.....	J. T. Hedstrom.
" Sundsvall.....	Rev. E. Eriksson.
" Gottenburg.....	Christian Nielsen.
ENMARK, Copenhagen.....	Rev. A. Wollesen.
ERMANY, Hamburg.....	British & American Sailors' Inst., H. M. Sharpe.
ELGIUM, Antwerp.....	Antwerp Seamen's Friend Society, Rev. J. Adams.
ITALY, Genoa.....	Genoa Harbor Mission, Rev. Donald Miller.
" Naples.....	Naples Harbor Mission, Rev. T. Johnstone Irving.
INDIA, Bombay.....	Seamen's Rest, F. Wood, Superintendent.
" Karachi.....	Rev. W. H. Dowling.
JAPAN, Yokohama.....	Rev. W. T. Austen.
" Kobe.....	Edward Makeham.
" Nagasaki.....	John Makins.
ISLE, Valparaiso.....	Rev. Frank Thompson.
ARGENTINE REPUBLIC, Buenos Ayres.....	Buenos Ayres Sailors' Home, G. L. Chamberlain.
" Rosario.....	Rosario Sailors' Home & Mission, F. Ericsson.
BRUGLAY, Montevideo.....	Montevideo Harbor Mission, Rev. G. P. Howard.
LADEIRA, Funchal.....	Miss'n to Sailors & Sailors' Rest, Rev. W. G. Smart.
MASSACHUSETTS, Gloucester.....	Gloucester Fishermen's Inst., Rev. E. C. Charlton.
CONNECTICUT, New Haven.....	Woman's Sea. Friend Soc'y of Connecticut, Rev.
NEW YORK, New York City.....	Capt. Wm. Dollar.
" Brooklyn, U. S. Navy Yard.....	Rev. G. B. Cutler.
VIRGINIA, Norfolk.....	Norfolk Port Society, Rev. J. B. Merritt.
NORTH CAROLINA, Wilmington.....	Wilmington Port Society, Rev. A. D. McClure.
SOUTH CAROLINA, Charleston.....	Charleston Port Society, Rev. P. A. Murray.
FLORIDA, Pensacola.....	Pensacola Port Society, Henry C. Cushman.
GEORGIA, Savannah.....	Savannah Port Society, H. Iverson.
ALABAMA, Mobile.....	Mobile Port Society, Rev. R. A. Mickle.
TEXAS, Galveston.....	Galveston Port Society, Rev. J. F. Sarnier, Chaplain
LOUISIANA, New Orleans.....	New Orleans Port Society, James Sherrard.
OREGON, Portland.....	Portland Seamen's Friend Society, Rev. A. Robinson.
" Astoria.....	Rev. J. McCormac.
WASHINGTON, Tacoma.....	Tacoma Seamen's Friend Soc'y, Rev. R. S. Stubbs.
" Seattle.....	Seattle Seamen's Friend Society, Rev. Thos. Rees.
" Port Townsend.....	Pt. Townsend Sea. Friend Society, C. L. Terry.

## Directory of Sailors' Homes and Private Boarding Houses.

Location.	Established by	Keepers.
PORTSMOUTH, N. H., No. 104 Market St	Seamen's Aid Society.....	James F. Slaughter.
BOSTON, Mass., N. Sq., Mariners' House	Boston Seamen's Aid Soc'y	Capt. J. P. Hatch.
" Phineas Stowe Sea. Home..	Lad. Beth. Soc., 3 N. Bennet	St. George C. Smith.
" East Boston, 120 Marginal St.	Episcopal City Mission....	James M. Battles, Supt.
NEW BEDFORD, Mass., 14 Bethel Court.	Ladies' Br. N. B. P. S.....	E. Williams.
NEW YORK, N. Y., 190 Cherry Street..	Amer. Sea. Friend Society..	H. O. Appleby, Lessee.
" 52 Market St.....	Epis. Miss. Soc. for Seamen	H. Smith.
BROOKLYN, N. Y., 172 Carroll St.....	Scandinavian Sailors' Home.	Capt. C. Ullenars, Supt.
" 112 First Place.....	Finnish Luth. Sea. Home..	
PHILADELPHIA, Pa., 422 South Front St.	Penn. " " " "	Capt. R. S. Lippincott.
BALTIMORE, Md., 418 South Ann Street	Port Miss., Woman's Aux'y	Miss Ellen Brown
" 1737 Thames St.....	Wilmington Port Society...	Thomas Hansen, Supt.
WILMINGTON, N. C., Front & Dock Sts.	Ladies' Sea. Friend Society	Mr. Christofferson.
CHARLESTON, S. C., 44 Market St.....	Ladies' Sea. Fr'nd Society.	Capt. H. G. Cordes.
MOBILE, Ala.....	N. O. Sea. Friend Society...	
NEW ORLEANS, La.....	S. F. Sea. Friend Soc'y....	Capt. Melvin Staples.
SAN FRANCISCO, Cal.....	Portland Sea. Fr'nd Soc'y..	Rev. A. Robinson.
PORTLAND, Ore.....	Ladies' Sea. Friend Society	Rev. J. O. Bergh, Supt.
NEW HAVEN, Conn.....		

## MARINERS' CHURCHES.

Location.	Aided by	Missionaries.
PORTLAND, ME., Fort St., n. Custom H.	Portland Sea. Fr'nd Soc'y..	Rev. N. Southworth.
BOSTON, MASS., 332 Hanover St.....	Baptist Bethel Society.....	" A. S. Gilbert.
" Bethel, 287 Hanover St.....	Boston Sea. Friend Soc'y..	" S. S. Nickerson.
Charlestown, 46 Water St.....	Episcopal City Mission.....	Mr. S. H. King.
East Boston Bethel.....	Methodist.....	Rev. L. B. Bates.
" 120 Marginal Street..	Episcopal City Mission....	" W. T. Crocker.
GLOUCESTER, MASS. 6 Duncan St.....	Gloucester Fish'men's Inst.	" E. C. Charlton.
NEW BEDFORD, MASS.....	New Bedford Port Society..	" E. Williams.
NEW HAVEN, Conn. Bethel, 61 Water.	Woman's Sea. Friend Soc'y	" John O. Bergh.
NEW YORK, N. Y. Catharine c. Madison	New York Port Society....	" Samuel Boul.
128 Charlton Street.....	" " W. S. Branch.	Mr. John McCormack.
34 Pike Street, E. B.....	Episcopal Miss. Society....	Rev. A. R. Mansfield.
399 West Street, N. R.....	The Sea. Christian Ass'n...	Stafford Wright.
341 West Street, N. R.....	Episcopal Miss. Society....	" W. A. A. Garner.
21 Coenties Shp.....	" " " "	" Isaac Maguire.
53 Beaver St.....	Finnish Lutheran Sea. Ch..	" V. K. Dorchman.
BROOKLYN, N. Y., U. S. Navy Yard..	Am. Sea. Friend Society...	" G. B. Cutler.
193 9th Street, near 3rd Avenue..	Dan. Ev. Luth. Sea. Miss'n.	" K. Andersen.
Erie Basin.....	Episcopal Miss. Society....	" Isaac Maguire.
Scand., William St., near Richard.	Nor. Luth. Sea. Mission....	" Jakob Bo.
PHILADELPHIA, Pa., c. Front & Union.	Presbyterian.....	" H. F. Lee.
N. W. cor. Front and Queen Sts..	Epis. Miss. Ass'n for Seamen	" Geo. S. Gassner.
Front Street, above Navy Yard..	Baptist.....	" " "
Washington Ave. and Third St...	Methodist.....	" W. Downey.
Port Missionary, 1420 Chestnut St.	Seamen's Un. Bethel Soc'y.	" E. N. Harris.
BALTIMORE, Md., Aliceanna & Bethel Sts	Port Mission.....	" G. W. Heyde.
No. 815 S. Broadway.....	Norfolk Sea. Fr'nd Soc'y..	Mr. K. S. Willis, Mr. S. Olsen.
NORFOLK, Va., Water St., near Madison	Wilmington Port Society...	Rev. J. B. Merritt.
WILMINGTON, N. C.....	Charleston Port Society...	" A. D. McClure.
CHARLESTON, S. C., 44 & 46 Market St..	Amer. Sea. Friend Soc'y..	Capt. H. G. Cordes.
SAVANNAH, Ga.....	" " " "	Rev. B. Iverson.
PENSACOLA, Fla.....	" " " "	Mr. Henry C. Cushman.
MOBILE, Ala., Church St., near Water	" " " "	Rev. R. A. Mickle.
GALVESTON, Texas, 17th & Mechanic Sts	Galveston Sea. Friend Soc'y	" J. F. Sarnier.
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SAN FRANCISCO, Cal.....	San Francisco Port Society	Rev. J. Kowell.
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# AMERICAN SEAMEN'S FRIEND SOCIETY

76 Wall Street, New York.

ORGANIZED, MAY, 1838—INCORPORATED, APRIL, 1833.

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## OBJECTS OF THE SOCIETY.

**ARTICLE II,** (of the Constitution.)—The object of this Society shall be to improve the social and moral condition of seamen, by uniting the efforts of the wise and good in their behalf; by promoting in every port Boarding Houses of good character, Savings' Banks, Register offices, Libraries, Museums, Reading Rooms, and Schools; and also the ministrations of the gospel, and other religious blessings.

**CHAPLAINS.**—In addition to its chaplaincies in the United States, the Society has stations in JAPAN, CHILE, S. A., the MADEIRA ISLANDS, ICELAND, SWEDEN, NORWAY, DENMARK, GERMANY, HOLLAND, BELGIUM, FRANCE, ITALY, and INDIA. A list of the chaplains, who will always be ready to befriend the sailor, is given on the preceding page.

**LOAN LIBRARIES.**—An important part of the Society's work, and one greatly blessed of God to the good of seamen, is that of placing on board ships going to sea, libraries composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews. The donor of each library is informed when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it is communicated as far as possible. The whole number of new libraries sent out by the Society up to April 1, 1899, was 10,586. Calculating 13,483 reshipments, their 570,053 volumes have been accessible to more than 407,336 men. Hundreds of hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-Schools. Twenty dollars furnishes a library.

**THE SAILORS' HOME,** No. 190 Cherry Street, New York, is the property of this Society, and is leased under careful, judicious restrictions. It is unsurpassed in comfort by any Sailors' Home in the world; its moral and religious influences cannot be fully estimated, but many seamen have there been led to Christ. Destitute, shipwrecked seamen are provided for at the HOME. A missionary of the Society resides in the HOME, and religious and temperance meetings are held every week.

A list of the Society's periodicals will be found on the second page of the cover of this MAGAZINE.